



South Coast Air Quality Management District

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July 3, 2007

Ms. Jessica Kirchner
Associate Environmental Planner
Southern California Association of Governments (SCAG)
818 West Seventh Street, 12th Floor
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Dear Ms. Kirchner:

**Notice of Preparation of a Draft Environmental Impact Report (Draft EIR) for the
2008 Regional Transportation Plan (RTP) and 2008 Regional Comprehensive Plan
(RCP)**

The South Coast Air Quality Management District (SCAQMD) appreciates the opportunity to comment on the above-mentioned document. The SCAQMD's comments are recommendations regarding the analysis of potential air quality impacts from the proposed project that should be included in the draft environmental impact report (EIR). Please send the SCAQMD a copy of the Draft EIR upon its completion. **In addition, please send with the draft EIR all appendices or technical documents related to the air quality analysis and electronic versions of all air quality modeling and health risk assessment files. Without all files and supporting air quality documentation, the SCAQMD will be unable to complete its review of the air quality analysis in a timely manner. Any delays in providing all supporting air quality documentation will require additional time for review beyond the end of the comment period.**

Air Quality Analysis

The SCAQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. The SCAQMD recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analysis. Copies of the Handbook are available from the SCAQMD's Subscription Services Department by calling (909) 396-3720. Alternatively, the lead agency may wish to consider using the California Air Resources Board (CARB) approved URBEMIS 2002 Model. This model is available on the SCAQMD Website at: www.aqmd.gov/ceqa/models.html.

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the project and all air pollutant sources related to the project. Air quality impacts from both construction (including demolition, if any) and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, that is, sources that generate or attract vehicular trips should be included in the analysis.

The SCAQMD has developed a methodology for calculating PM_{2.5} emissions from construction and operational activities and processes. In connection with developing PM_{2.5} calculation methodologies, the SCAQMD has also developed both regional and localized significance thresholds. The SCAQMD requests that the lead agency quantify PM_{2.5} emissions and compare the results to the recommended PM_{2.5} significance thresholds. Guidance for

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calculating PM2.5 emissions and PM2.5 significance thresholds can be found at the following internet address: http://www.aqmd.gov/ceqa/handbook/PM2_5/PM2_5.html.

In addition to analyzing regional air quality impacts the SCAQMD recommends calculating localized air quality impacts and comparing the results to localized significance thresholds (LSTs). LST's can be used in addition to the recommended regional significance thresholds as a second indication of air quality impacts when preparing a CEQA document. Therefore, when preparing the air quality analysis for the proposed project, it is recommended that the lead agency perform a localized significance analysis by either using the LSTs developed by the SCAQMD or performing dispersion modeling as necessary. Guidance for performing a localized air quality analysis can be found at <http://www.aqmd.gov/ceqa/handbook/LST/LST.html>.

It is recommended that lead agencies for projects generating or attracting vehicular trips, especially heavy-duty diesel-fueled vehicles, perform a mobile source health risk assessment. Guidance for performing a mobile source health risk assessment ("Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis") can be found on the SCAQMD's CEQA web pages at the following internet address: http://www.aqmd.gov/ceqa/handbook/mobile_toxic/mobile_toxic.html. An analysis of all toxic air contaminant impacts due to the decommissioning or use of equipment potentially generating such air pollutants should also be included.

Mitigation Measures

In the event that the project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized during project construction and operation to minimize or eliminate significant adverse air quality impacts. To assist the Lead Agency with identifying possible mitigation measures for the project, please refer to Chapter 11 of the SCAQMD CEQA Air Quality Handbook for sample air quality mitigation measures. Additional mitigation measures can be found on the SCAQMD's CEQA web pages at the following internet address: www.aqmd.gov/ceqa/handbook/mitigation/MM_intro.html. Additionally, SCAQMD's Rule 403 – Fugitive Dust, and the Implementation Handbook contain numerous measures for controlling construction-related emissions that should be considered for use as CEQA mitigation if not otherwise required. Other measures to reduce air quality impacts from land use projects can be found in the SCAQMD's Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning. This document can be found at the following internet address: <http://www.aqmd.gov/prdas/aqguide/aqguide.html>. In addition, guidance on siting incompatible land uses can be found in the California Air Resources Board's Air Quality and Land Use Handbook: A Community Perspective, which can be found at the following internet address: <http://www.arb.ca.gov/ch/handbook.pdf>. Pursuant to state CEQA Guidelines §15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed.

Data Sources

SCAQMD rules and relevant air quality reports and data are available by calling the SCAQMD's Public Information Center at (909) 396-2039. Much of the information available through the Public Information Center is also available via the SCAQMD's World Wide Web Homepage (<http://www.aqmd.gov>).

The SCAQMD is willing to work with the Lead Agency to ensure that project-related emissions are accurately identified, categorized, and evaluated. Please call Charles Blankson, Ph.D., Air Quality Specialist, CEQA Section, at (909) 396-3304 if you have any questions regarding this letter.

Sincerely,

Steve Smith

Steve Smith, Ph.D.

Program Supervisor, CEQA Section

Planning, Rule Development and Area Sources

SS:CB:LI

LAC070628-01AK

Control Number

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July 6, 2007

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Re: SCH# 2007061126; CEQA Notice of Preparation (NOP); draft Environmental Impact Report (DEIR) for 2008 Regional Transportation Plan & Regional Comprehensive Plan; Los Angeles, Ventura, Riverside, San Bernardino, and Orange counties, California

Dear Ms. Kirchner:

Thank you for the opportunity to comment on the above-referenced document. The California Environmental Quality Act (CEQA) requires that any project that causes a substantial adverse change in the significance of an historical resource, that includes archeological resources, is a 'significant effect' requiring the preparation of an Environmental Impact Report (EIR per CEQA guidelines § 15064.5(b)(c)). In order to comply with this provision, the lead agency is required to assess whether the project will have an adverse impact on these resources within the 'area of potential effect (APE),' and if so, to mitigate that effect. To adequately assess the project-related impacts on historical resources, the Commission recommends the following action:

- ✓ Contact the appropriate California Historic Resources Information Center (CHRIS). Contact information for the 'Information Center' nearest you is available from the State Office of Historic Preservation in Sacramento (916/653-7278). The record search will determine:
 - If a part or the entire (APE) has been previously surveyed for cultural resources.
 - If any known cultural resources have already been recorded in or adjacent to the APE.
 - If the probability is low, moderate, or high that cultural resources are located in the APE.
 - If a survey is required to determine whether previously unrecorded cultural resources are present.
- ✓ If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
 - The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure.
 - The final written report should be submitted within 3 months after work has been completed to the appropriate regional archaeological Information Center.
- ✓ Contact the Native American Heritage Commission (NAHC) for:
 - A Sacred Lands File (SLF) search of the project area and information on tribal contacts in the project vicinity who may have information on cultural resources in or near the APE. Please provide us site identification as follows: USGS 7.5-minute quadrangle citation with name, township, range and section. This will assist us with the SLF.
 - Also, we recommend that you contact the Native American contacts on the attached list to get their input on the effect of potential project (e.g. APE) impact.
- ✓ Lack of surface evidence of archeological resources does not preclude their subsurface existence.
 - Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, per California Environmental Quality Act (CEQA) §15064.5 (f). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities.
 - Lead agencies should include in their mitigation plan provisions for the disposition of recovered artifacts, in consultation with culturally affiliated Native Americans.

✓ Lead agencies should include provisions for discovery of Native American human remains or unmarked cemeteries in their mitigation plans.

* CEQA Guidelines, Section 15064.5(d) requires the lead agency to work with the Native Americans identified by this

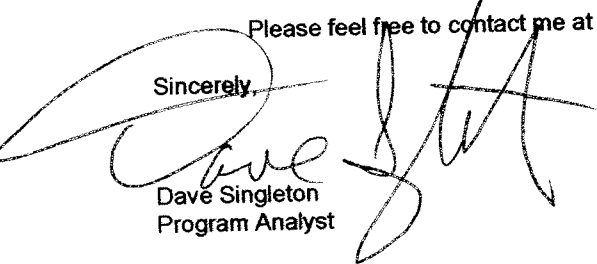
Commission if the initial Study identifies the presence or likely presence of Native American human remains within the APE. CEQA Guidelines provide for agreements with Native American, identified by the NAHC, to assure the appropriate and dignified treatment of Native American human remains and any associated grave liens.

✓ Health and Safety Code §7050.5, Public Resources Code §5097.98 and Sec. §15064.5 (d) of the CEQA Guidelines mandate procedures to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery.

✓ Lead agencies should consider avoidance, as defined in § 15370 of the CEQA Guidelines, when significant cultural resources are discovered during the course of project planning.

Please feel free to contact me at (916) 653-6251 if you have any questions.

Sincerely,



Dave Singleton
Program Analyst

Cc: State Clearinghouse

Attachment: List of Native American Contacts

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This list is only applicable for contacting local Native American with regard to cultural resources for the proposed SCH#2007061126; CEQA Notice of Preparation (NOP); draft Environmental Impact Report (DEIR) for the 2008 REgional Transportation Plan and Regional Comprehensive Plan for Ventura, Los Angeles, San Bernardino, Riverside and Orange counties, California; Southern California Association of Governments is the Lead Agency.

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This list is only applicable for contacting local Native American with regard to cultural resources for the proposed SCH#2007061126; CEQA Notice of Preparation (NOP); draft Environmental Impact Report (DEIR) for the 2008 REgional Transportation Plan and Regional Comprehensive Plan for Ventura, Los Angeles, San Bernardino, Riverside and Orange counties, California; Southern California Assolcation of Governments is the Lead Agency.

Native American Contacts
San Bernardino, Riverside and Orange Counties
July 6, 2007

Serrano Band of Indians
Goldie Walker
6588 Valeria Drive
Highland, CA 92346
(909) 862-9883
Serrano

Augustine Band of Cahuilla Mission Indians
Karen Kupcha, Tribal Administrator
P.O. Box 846
Coachella, CA 92236
(760) 369-7171
916-369-7161
Cahuilla

Soboba Band of Luiseno Indians
Harold Arres, Cultural Resources Manager
P.O. Box 487
San Jacinto, CA 92581
harres@soboba-nsn.gov
(951) 654-2765
FAX: (951) 654-4198
Luiseno

Fort Mojave Indian Tribe
Esadora Evanston, Environmental Coordinator
500 Merriman Ave
Needles, CA 92363
region9epa@ftmojave.com
(760) 326-1112
(760) 629-4591
(760) 629-5767 Fax
Mojave

Agua Caliente Band of Cahuilla Indians THPO
Richard Begay, Tribal Historic Preservation Officer
5401 Dinah Shore Drive
Palm Springs, CA 92264
rbegay@aguacaliente.net
(760) 325-3400 Ext 6907
(760) 325-0593- Fax
Cahuilla

Cahuilla Band of Indians
Maurice Chacon, Cultural Resources
P.O. Box 391760
Anza, CA 92539
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(951) 763-2631
(951) 763-2632 Fax
Cahuilla

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This list is only applicable for contacting local Native American with regard to cultural resources for the proposed SCH#2007061126; CEQA Notice of Preparation (NOP); draft Environmental Impact Report (DEIR) for the 2008 Regional Transportation Plan and Regional Comprehensive Plan for Ventura, Los Angeles, San Bernardino, Riverside and Orange counties, California; Southern California Association of Governments is the Lead Agency.



Community Development Department

City of Tustin

300 Centennial Way
Tustin, CA 92780
714.573.3100

July 18, 2007

Jessica Kirchner
Associate Environmental Planner
Southern California Association of Governments
818 West Seventh Street, 12th Floor
Los Angeles, CA 90017-3435

**SUBJECT: REVIEW OF NOTICE OF PREPARATION OF A DRAFT PROGRAM EIR
FOR THE 2008 SCAG RTP AND RCP**

Dear Ms. Kirchner:

Thank you for the opportunity to provide comments on the Notice of Preparation (NOP) for the Draft Program Environmental Impact Report (DPEIR) for the 2008 Southern California Association of Governments Regional Transportation Plan (RTP) and Regional Comprehensive Plan (RCP).

The City of Tustin has prepared the following general comments on the NOP for your consideration at this time.

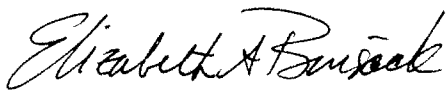
1. In Orange County there is an ongoing Central County Corridor Major Investment Study (CCC MIS) which includes the extension of SR-57 to the south to improve north-south capacity in the County. The City of Tustin remains concerned with alternatives that eliminate the SR-57 extension and focus further improvements to SR-55, generating impacts to the City of Tustin, including traffic impacts at interchanges, construction detours, etc.
2. The recently completed Riverside County/Orange County MIS (RC/OC MIS) studies various corridors for increasing capacity between the two counties. Some alternatives consider end connections near the City of Tustin. The City of Tustin must be assured that sufficient funding will be available to address local arterial impacts that may result from improvements under the RC/OC MIS.
3. The South Orange County Major Investment Study (SOC MIS) is presently being administered by the Orange County Transportation Authority (OCTA). Enhancements to the regional transportation system recommended in this study should be included in the SCAG RTP/RCP.
4. An improvement included within the OCTA DPEIR for its Long Range Transportation Plan (LRTP) is to synchronize traffic signals across jurisdictions. As part of these improvements, funding should be included for training and staff

to operate the proposed systems. Providing only the traffic signal coordination equipment is not sufficient to achieve and maintain the daily operations.

5. The extension of Newport Avenue southerly to Edinger Avenue, including the grade separation at the railroad crossing, should be included as a specific Master Plan of Arterial Highways (MPAH) project within the SCAG RTP. This is a project of regional significance.
6. The following RTIP projects should be included in the SCAG RTP:
 - a. Modify Northbound SR 55 Ramps to connect to Newport Avenue Extension between Edinger Avenue and Valencia Avenue;
 - b. Tustin Ranch Road Extension from Walnut Avenue to Edinger Avenue, with new grade separation at Edinger Avenue; and
 - c. Red Hill Avenue Grade Separation at Edinger Avenue/railroad tracks.

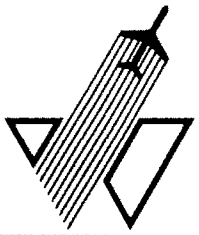
Again, thank you for the opportunity to review and comment on the NOP for the 2008 Regional Transportation Plan and Regional Comprehensive Plan. The City of Tustin looks forward to receiving a copy of the Draft PEIR when it becomes available. If you have any questions regarding the City's comments, please call Scott Reekstin, Senior Planner, at (714) 573-3016 or Terry Lutz, Principal Engineer, at (714) 573-3263.

Sincerely,



Elizabeth A. Binsack
Community Development Director

cc: William A. Huston
Tim D. Serlet



**JOHN WAYNE
AIRPORT**

Orange County, California

Alan L. Murphy
Airport Director

July 23, 2007

Ms. Jessica Kirchner
Associate Environmental Planner/SCAG
818 West Seventh Street, 12th Floor
Los Angeles, CA 90017-3435

Subject: NOP of PEIR for 2008 RTP and RCP

Dear Ms. Kirchner:

Thank you for the opportunity to review the Notice of Preparation (NOP) of a Program Environmental Impact Report (PEIR) for the 2008 Regional Transportation Plan (RTP) and 2008 Regional Comprehensive Plan (RCP) from Southern California Association of Governments (SCAG).

As accurately stated in the 2004 Final RTP, John Wayne Airport (JWA) is authorized to increase from 10.3 million annual passengers (MAP) to 10.8 MAP beginning on January 1, 2011 as the result of amendments to the JWA Settlement Agreement between the County of Orange, the City of Newport Beach, and two community groups.

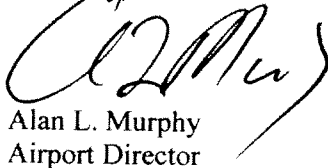
As SCAG prepares its PEIR for the 2008 RTP and RCP, the following EIRs prepared for the JWA Improvement Program should be used for reference purposes:

- Final EIR No. 582 John Wayne Airport Settlement Agreement Amendment (SCH NO. 2001011068) Certified June 25, 2002;
- Addendum 582-1 to Final EIR No. 582 John Wayne Airport Settlement Agreement Amendment (SCH NO. 2001011068) Certified December 10, 2002;
- Supplemental EIR No. 582 John Wayne Airport Settlement Agreement Implementation Plan (SCH NO. 2003091046) Certified October 19, 2004.

As you may know, the implementation of the JWA Improvement Program is currently underway. Construction on the South Remain-Over-Night (RON) aircraft parking area has already begun. The remainder of the program includes construction of a new multi-level terminal building with six new commercial passenger gates, six new security checkpoints, greater baggage screening capability, 2,000+ new parking spaces and new commuter facilities at the north and south ends of the extended terminal.

Thank you for the opportunity to comment on the NOP. We look forward to reviewing the Draft 2008 RTP and RCP PEIR. Should any questions arise on these comments, or if SCAG requires additional copies of the JWA EIR materials, please contact Kari Rigoni, JWA Planning Manager at (949) 252-5284 or via email at krigoni@ocair.com.

Sincerely,


Alan L. Murphy
Airport Director

3160 Airway Avenue

Costa Mesa, CA

92626-4608

949.252.5171

949.252.5178 fax

www.ocair.com





CALIFORNIA RESOURCES AGENCY

San Gabriel & Lower Los Angeles RIVERS AND MOUNTAINS CONSERVANCY

Governing Board of the Conservancy

July 23, 2007

Dan Arrighi, Chair
Central Basin Water Association

Frank Colonna, Vice Chair
Environmental Public Member

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Secretary
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Agency

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Governments

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California Cities

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Governments

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California Cities

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Orange County Executive Office

Thomas M. Stetson
San Gabriel River Water Master

Bernie Weingardt
Angeles National Forest
US Forest Service

Donald Wolfe
LA County Public Works

Executive Officer
Belinda Faustinos

Jessica Kirchner
Southern California Association of Governments
818 W. Seventh Street , 12th Floor
Los Angeles , CA 90017-3455

Re: NOP for the 2008 Regional Transportation Plan and Regional
Comprehensive Plan SCH# 2007061126

Dear Ms. Kirchner,

The Rivers and Mountains Conservancy (RMC) is grateful for the opportunity to provide comments on the 2008 Regional Transportation Plan (Plan) and Regional Comprehensive Plan. The San Gabriel and Lower Los Angeles Rivers and Mountains Conservancy, or Rivers and Mountains Conservancy (RMC) was established as an independent State agency within the Resources Agency of the State of California to preserve urban open space and habitats in order to provide for low-impact recreation and educational uses, wildlife and habitat restoration and protection, and watershed improvements.

The goals of the RMC are described in "*Common Ground*", the Conservancy's Watershed and Open Space Plan (found at <http://www.rmc.ca.gov/plan/intro.html>). The Plan presents a simple vision for the future: **restore balance between natural and human systems in the watersheds**. The centerpiece of the Plan is a series of Guiding Principles that cities, federal, state and local agencies, communities, groups and individuals can use to plan preservation, restoration and establishment of future open space, water resources, and habitat projects. More than 60 cities in Los Angeles County have adopted this document.

The RMC has reviewed the NOP for 2008 Regional Transportation Plan and Regional Comprehensive Plan and has the following comments for your consideration under the PEIR for the Plan:

The Plan area encompasses a wide swath of developed and undeveloped land and as such will create significant changes to the Southern California over the next decades. The RMC has committed significant resources to realizing its goals and commitments to its

900 S. Fremont Ave., Annex, 2nd Floor • P.O. Box 1460 • Alhambra, CA 91802-1460
Phone: (626) 458-4315 • Fax: (626) 979-5363 • E-mail: bfaustinos@rmc.ca.gov
www.rmc.ca.gov

stakeholders since 2001 and will continue to do so while the Plan is in effect.


Habitat conservation and open space protection are primary goals for the RMC. It is well documented that transportation corridors have wrought significant negative consequences for habitat and recreational areas in Southern California. This change has occurred both from the physical footprint of the roads but also as a result of the secondary effect of commercial and residential development along transportation corridors. The effects include disruption of natural hydrology, barriers to local and regional movement of wildlife and direct loss of key vegetation types.

Transportation corridors also impact air quality and this has resulted in significant health defects in communities living close freeways and major roads. Continued heavy reliance on fossil-fueled vehicles for the movement of people and goods will compound this effect. The PEIR of the Plan should address these issues and also the contribution to global warming and climate change that will continue to be a growing problem in the region.

The cumulative impacts of the RTP and the RCP should be given careful consideration in the PEIR. While the RMC is grateful for the opportunity to engage with the development of the Plan, there needs to be an effective means for individual project proponents to mitigate for the impacts identified in the PEIR. The document should therefore include a means by which agencies such as the RMC can have the assurance that mitigation measures will be implemented effectively and according the Plan. Such mitigation measures will require ongoing monitoring of cumulative impacts and agency coordination and partnerships.

The RMC will be a willing partner in this pursuit. Thank you for your consideration of these comments. If you have any questions, please contact me or the Project Manager assigned to this project, Frank Simpson, at 626-458-4334 or at fsimpson@rmc.ca.gov.

Sincerely,


Belinda V. Faustinos
Executive Officer

cc: file



City of Rialto *California*

July 24, 2007

Southern California Association of Governments
Jessica Kirchner
Associate Environmental Planner
818 West Seventh Street, 12th Floor
Los Angeles, CA 90017-3435

Re: PEIR 2008 RTP and 2008 RCP

Dear Ms. Kirchner,

Thank you for the opportunity to respond to the Notice of Preparation for the preparation of a Program Environmental Impact Report for the SCAG Regional Transportation Plan and Regional Comprehensive Plan.

The City of Rialto is currently working on several major plans that could be of regional significance and should be considered in the formation of the RTP, RCP and PEIR. The projects along with a brief description are listed below:

- General Plan Update and Comprehensive Zoning Code Update
- Renaissance Specific Plan – Approximately 1,500 acres of Industrial, Commercial and Residential (near SR-210)
- Foothill Boulevard Specific Plan – The entire length of Route 66 frontage through the City of Rialto (approximately 3 miles)
- Pepper Avenue Specific Plan – Single and multi-family residential and freeway oriented mixed use commercial (near SR 210)
- Lytle Creek Specific Plan – Approximately 1,500 acres of Residential with some Neighborhood Retail and Commercial (near I-15)

Each of these projects has the potential to impact growth and development within the City of Rialto and our entire sub-region. The City of Rialto would like to make sure SCAG is aware of these projects when formulating the RTP and RCP goals and objectives as they relate to San Bernardino County and our surrounding area.

If you have any questions or need additional information, please contact the Planning Division at (909) 820-2535.

Sincerely,



Michael E. Story
Development Services Director

Cc: City Administrator
City Council



July 25, 2007

Jessica Kirchner
Associate Environmental Planner
SCAG
818 West Seventh Street, 12th Floor
Los Angeles, CA 90017-3435

Mayor
Richard T. Dixon

Mayor Pro Tem
Mark Tettemer

Council Members
Peter Herzog
Kathryn McCullough
Marcia Rudolph

City Manager
Robert C. Dunek

Subject: Notice of Preparation of a PEIR for the 2008 RTP and 2008 RCP

Dear Ms. Kirchner:

Thank you for the opportunity to comment on the scope and content of the environmental information that will be evaluated in the Program Environmental Impact Report (PEIR) for the 2008 Regional Transportation Plan (RTP) and 2008 Regional Comprehensive Plan (RCP).

On behalf of the Lake Forest City Council, I must convey the importance of the RCP remaining a *voluntary* initiative as noted in the NOP. Although SCAG member agencies should have the discretion to implement the RCP policies and principles if they so choose, the voluntary nature of the RCP should be clearly explained in the PEIR document.

Again, thank you for the opportunity to submit comments. The Lake Forest City Council appreciates your continual efforts to explore innovative approaches to land use and transportation planning. Should you have any questions regarding our comments, please contact Benjamin Siegel, Assistant to the City Manager, at (949) 461-3537.

Sincerely,

CITY OF LAKE FOREST

A handwritten signature in black ink that reads "Richard T. Dixon".

Richard T. Dixon
Mayor



COUNTY SANITATION DISTRICTS OF LOS ANGELES COUNTY

1955 Workman Mill Road, Whittier, CA 90601-1400
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998
Telephone: (562) 699-7411, FAX: (562) 699-5422
www.lacsd.org

STEPHEN R. MAGUIN
Chief Engineer and General Manager

July 25, 2007

File No. 31R-250.10

Ms. Jessica Kirchner
Associate Environmental Planner
Southern California Association of Governments
818 West Seventh Street, 12th Floor
Los Angeles, CA 90017-3435

Dear Ms. Kirchner:

**Notice of Preparation of a Program Environmental Impact Report for the
2008 Regional Comprehensive Plan**

The County Sanitation Districts of Los Angeles County (Districts) received the Notice of Preparation for the above-mentioned project dated June 27, 2007. Regarding solid waste management for the above-mentioned project, the Districts offer the following comments.

In addition to supporting recycling and diversion programs, it is recommended that Southern California Association of Governments (SCAG) support the assurance of available adequate disposal capacity through the expansion of existing landfills, and through the use of Waste-by-Rail in which waste will be transported via rail haul to remote landfills.

Even considering legislative efforts to further increase diversion levels in Los Angeles County, there is insufficient available or proposed disposal capacity within Los Angeles County to provide for its long-term disposal needs. In addition, public pressure and environmental concerns have resulted in the need to evaluate more distant locations for disposal facilities outside of urban areas.

The following bullet item should be added as an outcome of the "Zero Waste" goal on page 1 of the Solid Waste Chapter in the Regional Comprehensive Plan:

- Zero Waste proposals will continue to generate some residual material. Thus, SCAG regional jurisdictions should support the assurance of available adequate disposal capacity through completion of infrastructure to facilitate the transport of solid waste to remote or regional landfills via rail haul by 2011/2012.

Waste-by-Rail Background:

In the late 1980s, SCAG identified the need to secure additional disposal capacity for the region. A 1988 SCAG report recommended the Districts take the lead on soliciting proposals for a Waste-by-Rail system to serve the long-term disposal needs for Los Angeles County. In 1989, the Districts released a request for proposals for development of a Waste-by-Rail system. Several proposals were received, however, they all required waste commitments from cities to be financially successful. At that time, cities did not believe they were in a position to provide this commitment and consequently, the private sector made varying business decisions whether or not to continue with the development of Waste-by-Rail.

In early 1991, the San Gabriel Valley Association of Cities (SGVAC) Solid Waste Committee requested the Districts take a lead role in developing facilities that could be used as the foundation of a Waste-by-Rail system. This led to the formation of an Ad Hoc Committee, which was comprised of Districts' Directors and City Managers. The Ad Hoc Committee identified several obstacles to overcome to make rail haul a success: approval from other counties to receive Los Angeles County waste; siting and permitting a materials recovery facility (MRF) and rail loading facilities in Los Angeles County; and the substantial higher cost of Waste-by-Rail.

The Ad Hoc Committee went on to make recommendations as to how to overcome these obstacles and recommended that the Districts pursue the construction and operation of a MRF/rail loading facility at the Puente Hills Landfill (PHLF) capable of processing up to 4,000 tons/day of waste. The residuals (non-recyclable waste) were to be landfilled at the PHLF or transported by rail to a remote site when the PHLF was no longer available. The Puente Hills MRF was to be the "cornerstone" of an initial Waste-by-Rail system. The second recommendation of the Ad Hoc Committee was to institute a cost-levelization program to support the future higher costs associated with a Waste-by-Rail system. Other recommendations of the Ad Hoc Committee were to prepare a Master Plan on the incorporation of additional facilities and to continue with public outreach related to Waste-by-Rail.

Remote Landfills:

The Districts entered into Purchase and Sale Agreements in August 2000 on the only two (2) fully permitted rail haul landfills in California: the Eagle Mountain Landfill in Riverside County and the Mesquite Regional Landfill (MRL) in Imperial County. Due to pending federal litigation, the Districts have not closed escrow on the purchase of the Eagle Mountain Landfill. The Districts closed escrow on the MRL in December 2002.

The MRL is permitted to accept up to 20,000 tons per day via rail haul from the Southern California counties of Imperial, Los Angeles, Riverside, San Bernardino, Ventura, Orange, and San Diego. The MRL is only permitted to accept residual municipal solid waste previously sorted at materials recovery facilities or transfer stations (MRF/TS). The Districts are pursuing concurrent final design and construction of the MRL facilities necessary to begin operations by 2009. This is consistent with the timetable in the CUP issued by the Los Angeles Regional Planning Commission for the Puente Hills Landfill. More information on the MRL is detailed in the enclosed fact sheet.

Los Angeles County Infrastructure:

In July 2005, the Districts began operating the Puente Hills Materials Recovery Facility, which is the cornerstone of the Waste-by-Rail System. The Puente Hills MRF is permitted to accept 4,400 tons per day, not to exceed 24,000 tons per week. The site currently accepts approximately 400 tons per day from select commercial waste upon a pre-approved basis. Residual solid waste loads are transported by truck to existing regional landfills within Los Angeles County and/or adjacent counties. The Puente Hills MRF

will be modified as necessary to operate as a rail container loading facility to tie into the Waste-by-Rail system. This facility helps Los Angeles County meet the 50% diversion rate required under California law while providing for cost effective transfer of solid waste to remote landfills. More information on the Puente Hills MRF is detailed in the enclosed fact sheet.

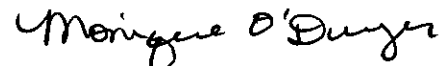
In November 2004 the Districts entered into a Purchase and Sale Agreement with the Industry Urban Development Agency to acquire and develop the proposed Puente Hills Intermodal Facility (PHIMF) in Los Angeles County to load/unload rail containers for two (2) trains (approximately 8,000 tons) per day of municipal solid waste. The Districts would complete acquisition of the site following receipt of land use permits in early 2008. Following acquisition, final design and construction of the proposed PHIMF and related infrastructure would begin. The proposed PHIMF is scheduled to be operational by 2011/2012, to commence rail haul to the MRL. More information on the PHIMF is detailed in the enclosed fact sheet.

Waste-by-Rail Operations:

In the Waste-by-Rail system currently envisioned, municipal solid waste would be delivered to MRF/TS. At the MRF/TS, the waste would be loaded into fully enclosed and sealed containers. The containers would then be trucked to a local intermodal rail yard (e.g. proposed PHIMF) to be placed onto rail cars. In the MRL Waste-by-Rail system, the municipal solid waste will be transported approximately 210 miles to the site via the Union Pacific Railroad mainline, which extends from metropolitan Los Angeles to Glamis and then by a proposed 4.5-mile rail spur built to the site. From there, containers would be loaded onto trucks and transported to the MRL for disposal. After the solid waste is disposed of at the MRL, the empty containers would be loaded onto the train at the MRL intermodal yard for the return trip.

If you have any questions regarding these comments, please contact me at (562) 699-7411, extension 2405.

Very truly yours,
Stephen R. Maguin



Monique O'Dwyer
Project Engineer
Waste-by-Rail Section

W/Encl.

Development of the Puente Hills Intermodal Facility

SITE INFORMATION

Location: 2500 and 2520 Pellissier Place, City of Industry
Project site area: 17.2 acres

The Sanitation District has an agreement with the property owner, Industry Urban-Development Agency (IUDA), to purchase the site for \$23 million for the development of a dedicated, local intermodal facility. The Puente Hills Intermodal Facility (PHIMF) will serve the Sanitation Districts' waste-by-rail program. At the intermodal facility, rail-ready shipping containers of municipal solid waste (MSW) will be transferred from trucks to trains for transport to a remote landfill.

PROJECT DESCRIPTION

The proposed project includes three main features: 1) intermodal facility; 2) off-street access; and 3) rail improvements within Union Pacific Railroad (UPRR) right-of-way.

Intermodal Facility

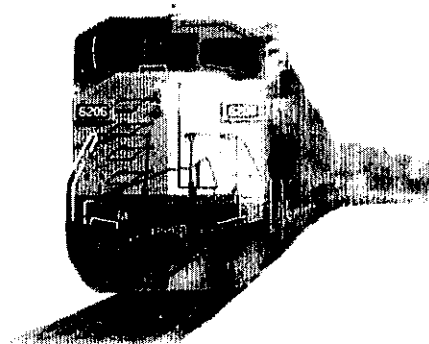
Design Capacity: 2 trains per day (~ 8,000 tons per day of containerized municipal solid waste)
Onsite Loading tracks: Six (each at approximately 800 ft in length)
Ancillary facilities: Administration building, employee/visitor parking, maintenance facilities, and container storage
Operating Hours: 24 hours per day, seven days per week

Off-street Access

To alleviate potential local traffic impacts, all inbound and outbound truck traffic to the intermodal facility would access the facility via the existing Puente Hills Materials Recovery Facility (MRF) entrance at Crossroads Parkway South. The Sanitation Districts would construct a dedicated off-street access (either a bridge or a tunnel) that would connect the Puente Hills MRF to the intermodal facility.

Rail Improvements within UPRR right-of-way

- Construction of two additional rail lines that would each span from Mission Mill Road to approximately 3,500 feet west of 7th Avenue
- Modifications to the Peck Road railroad bridge, existing railroad underpasses at Crossroads Parkway North and SR-60, and at-grade rail crossings at Workman Mill Road and Mission Mill Road
- Installation of new railroad signals and modifications to existing railroad signals
- Placement of track switches
- Construction of retaining walls along edge of UPRR right-of-way



SANITATION DISTRICTS OF LOS ANGELES COUNTY

Telephone (562) 699-7411, Ext. 2408
www.lacsd.org

WASTE-BY-RAIL



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FACILITY OPERATIONS

The primary function at the intermodal facility is to load full containers of MSW onto rail cars and unload empty containers from railcars to trucks. No municipal solid waste would be processed at the facility; the facility would only function as a handling facility for containers carrying municipal solid waste that had been loaded elsewhere. When a train with empty containers enters the arrival track from the main line, the UPRR locomotives would disconnect from the train and either be stored on the maintenance tracks or depart this area. The train would be disconnected into approximately 800 foot sections of railcars, which would be pulled by a smaller switch locomotive onto the loading tracks at the facility. The process would be repeated until all six onsite loading tracks are full.

Containers of MSW would be offloaded from the railcars and placed directly onto a truck or stacked along the loading tracks using an overhead crane. The trucks would transport empty containers back to the Puente Hills MRF or other materials recovery facilities. When the railcars on the loading tracks are full of loaded containers, the switch locomotive would pull each section onto the departure track, where a full train would be assembled. UPRR locomotives would be utilized to transport the full train via the Union Pacific main line to the Mesquite Regional Landfill.

ENVIRONMENTAL PROTECTION

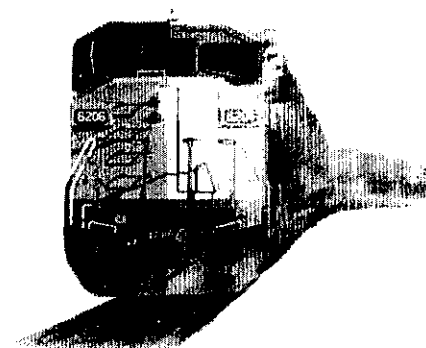
An environmental impact report is being prepared to evaluate potential environmental impacts from the facility and identify mitigation measures to minimize potential impacts. The Sanitation Districts are committed to using commercially available clean fueled or electric equipment. Sound walls or appropriate landscaping would be utilized to screen the visual impacts of the facility and to reduce potential noise impacts. Potential impacts to local traffic would be reduced through the construction of off-street access through the Puente Hills MRF. When the PHIMF is fully implemented, trash trucks coming to the Crossroads Parkway South entrance would be reduced by approximately 60%. Other mitigation measures will be identified in the environmental impact report.

ECONOMIC BENEFIT

The Sanitation Districts will pay the City of Industry an "Intermodal Facility Impact Fee" equal to 5% of the Sanitation Districts' gross receipts from the posted tipping fee at the intermodal facility.

PROJECT STATUS

- Approved an Option to Purchase agreement with IUDA to acquire property in November 2004
- Conditional Use Permit application filed with the City of Industry on December 22, 2005
- Land Use Permitting and CEQA Complete, acquisition of property by CSD – Early 2008
- Final Design Complete – Late 2008
- Construction Starts – Early 2009
- Start-up Operations – 2011/2012



SANITATION DISTRICTS OF LOS ANGELES COUNTY

Telephone (562) 699-7411, Ext. 2408
www.lacsd.org

WASTE-BY-RAIL



Mesquite Regional Landfill Project

SITE INFORMATION

Location:	Imperial County, 5 miles northeast of Glamis on Route 78
Purchase price:	\$44 million
Maximum tonnage:	20,000 tons per day of municipal solid waste
Tonnage reservation:	1,000 tons per day reserved exclusively for Imperial County
Landfill capacity:	600 million tons
Project life:	Approximately 100 years
Wasteshed:	Permitted to receive non-hazardous (Class III) municipal solid waste from Los Angeles, Imperial, Riverside, San Bernardino, Ventura, Orange, and San Diego Counties
Total site area:	4,250 acres
Landfill refuse footprint:	2,290 acres
Precipitation:	4 inches per year
Evaporation:	100 inches per year
Depth to Groundwater:	140 to 300 feet

PROJECT DESCRIPTION

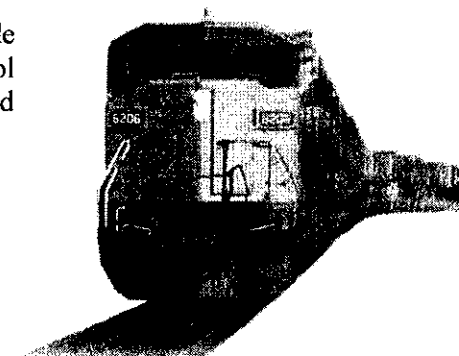
When it becomes operational in early 2009, the Mesquite Regional Landfill will be California's first operational landfill able to receive waste via rail. The landfill is located in Imperial County, approximately 200 miles east of Los Angeles along the Union Pacific Railroad adjacent to the Mesquite Gold Mine. A 5-mile rail spur will be constructed to connect the landfill to the Union Pacific Railroad mainline. The arid desert climate, distance from groundwater, proximity to the railroad, and remoteness from residential developments make the site an ideal location for a regional waste-by-rail landfill.

The waste-by-rail system currently envisioned is primarily an intermodal system. At the local materials recovery or transfer facilities, waste would be loaded into fully enclosed and sealed containers. The containers would then be trucked to a local intermodal rail yard to be placed onto rail cars. The loaded train would haul the containers over the Union Pacific mainline and then over the rail spur leading to the remote intermodal rail yard located at the landfill. From there, the containers would be loaded onto trucks and transported to the landfill for disposal. After the solid waste is disposed off at the landfill, the empty containers would be loaded onto the train at the intermodal yard for the return trip.

ENVIRONMENTAL PROTECTION

The development of the Mesquite Regional Landfill will include many innovative and state-of-the-art environmental control systems. The Mesquite Regional Landfill's planned environmental protection features include:

- Groundwater protection
- Landfill gas recovery
- Covering and compacting refuse



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www.lacsd.org

WASTE-BY-RAIL



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- Dust and litter control
- Screening of unacceptable wastes
- Desert tortoise protection

ECONOMIC BENEFITS

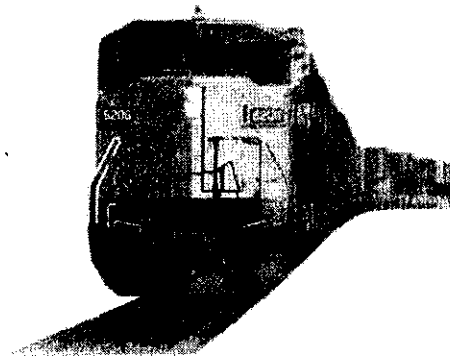
Host fees will generate up to \$17 million per year in revenue for Imperial County when the site reaches full daily capacity. The project will create up to 250 jobs in the community. Over \$100 million will be spent during the initial construction of the site, creating additional jobs and economic benefits.

PROJECT STATUS

Development of the as a landfill site is proceeding under the following schedule:

Sanitation Districts' purchase:	December 2002
Master planning:	Mid 2003 to Beginning 2005
Infrastructure design:	Beginning 2005 to End 2006
Construction of infrastructure:	Beginning 2007 to End 2008
Landfill operational:	2009
Waste-by-Rail system operational:	2011/2012

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Puente Hills Materials Recovery Facility (MRF)

Purpose: To provide waste diversion and publicly owned transfer capacity for Los Angeles County. This facility will help Los Angeles County meet the 50% diversion rate required under California law while providing for cost effective transfer of solid waste to remote landfills using transfer trucks or rail.

The Puente Hills MRF began operation in July 2005. Tonnage received at the Puente Hills MRF will ramp up, as needed, to its permitted capacity of 4,400 tons per day by 2010 when the waste-by-rail system begins operation.

Facility Owner and Operator: County Sanitation Districts of Los Angeles County

Location: 14 miles east of downtown Los Angeles, near the intersection of the 605 and 60 Freeways, adjacent to the existing Puente Hills Landfill

Project Site Area: 25 acres

MRF Building: 215,000 square feet

Load-out Bays: Six

Number of Scales: Three inbound (provision for future expansion to four inbound scales)
Two outbound

Primary Materials Recovered: Cardboard and various grades of paper from select commercial waste

Permitted Capacity: 4,400 tons per day / 24,000 tons per week

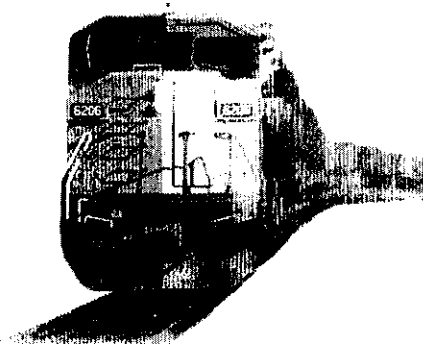
Initial Conveyor Processing Capacity: Up to 500 tons per day

Number of Employees at 500 tons per day: Up to 50

Operating Hours: Receipt of waste is limited to the off-peak hours of 9am to 4pm and 7pm to 6am. Outloading over public roads is also limited to off-peak hours. The facility may operate 24 hours a day, 7 days a week.

Flexibility in Refuse Recycling and Disposal.

The MRF processing area encompasses about 37,000 sq. ft. of the main MRF building. This allows space for a 500-tpd fiber processing line as well as a second, future line. If the recycling market and economic circumstances compel it, this processing area can be expanded further to facilitate processing of all 4,400-tpd that the facility is permitted to accept. The initial processing will be primarily focused on fiber recovery (cardboard, paper etc.). The fiber processing line incorporates one three-level star screen facilitating automated separation of cardboard and paper from the residual refuse. Workers will be used to manually sort contaminants out of the separated cardboard and paper and also to sort the paper into different grades.



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WASTE-BY-RAIL



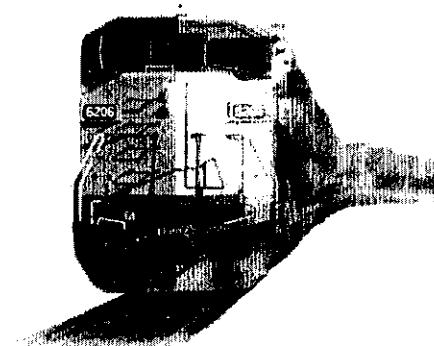
This allows the system to efficiently handle a wide variation in the recyclable content of the incoming waste stream.

Initially, the residual solid waste loads will be transported by truck to existing regional landfills within Los Angeles County and/or adjacent counties. As remaining urban landfills are exhausted, the MRF will be modified as necessary to operate as a rail container loading facility. Solid wastes would then be transported approximately 200 miles by rail to desert landfills located in Riverside and Imperial counties.

Environmental Control Features

The Sanitation Districts will employ several environmental control systems to eliminate or minimize potential impacts on the environment and surrounding areas. These measures include:

- Dust and Litter Control The Puente Hills MRF will be designed and operated to minimize the creation, emission, and accumulation of dust, particulates, and litter. Measures to control dust at the Puente Hills MRF will include a water misting system inside the facility to remove dust and particulates from the air, sweeping access roads and parking lots, and requiring customers to cover their loads.
- Odor Control The processing building has been designed with a limited number of doors and the entrance and exit doors at right angles to one another in order to contain odors and prevent a "wind tunnel" effect. The refuse load out area, where the residual waste will be loaded into trailers, is located on the back of the building at the furthest distance away from any neighbors. All loads will be discharged from trucks and processed only in the enclosed building, which is equipped with rapid open/close doors. Excessively odorous loads will not be accepted at the facility. Additionally, the Puente Hills MRF is designed to exhaust potentially odorous air as far away from adjacent properties as possible. Air is drawn into the building from the front of the building and exhausted through the roof fans located primarily on the back of the building. Roof fans over potentially odorous areas are ringed with stainless steel tubing with nozzles to distribute odor neutralizing chemicals into the exhaust air.
- Illegally Deposited Wastes The Sanitation Districts will continuously monitor the unloading and processing areas for the presence of illegally deposited hazardous, toxic, or infectious wastes. Additionally, detectors located at the inbound weigh scales screen every load of incoming waste for radioactivity. The Sanitation Districts will also institute a load checking program consisting of a random selection of at least one load each day for a thorough search. If unacceptable wastes are found, they will be transferred to appropriate off-site disposal facilities. Any hauler who delivers unacceptable waste will be charged for the cost of properly disposing of the waste and may face suspension or loss of disposal privileges. This program acts as a strong deterrent to illegal disposal of wastes. To minimize the amount of hazardous waste coming to the facility, the Sanitation Districts and the Los Angeles County Department of Public Works jointly sponsor weekly household hazardous waste collection days, offered free of charge to the public.



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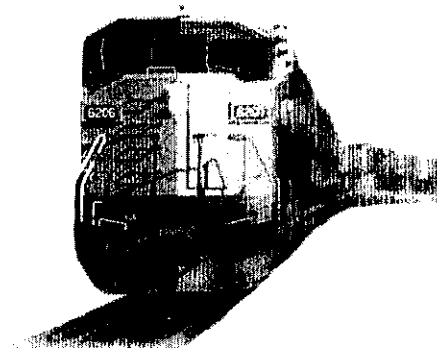
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- Green Building Design In addition to designing the facility to blend in with surrounding land uses, environmentally friendly design features and materials were used during construction. High efficiency air conditioning systems and lighting, installation of over 500 skylights, and use of occupancy sensors minimizes electricity use. Reclaimed water is used for site irrigation and in employee restrooms to reduce potable water use. Recycled materials were used throughout the project from structural and reinforcing steel to toilet partitions, carpeting, insulation, ceiling and floor tiles, and car parking lot wheel bumpers.



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United States Department of the Interior

NATIONAL PARK SERVICE
Santa Monica Mountains National Recreation Area
401 West Hillcrest Drive
Thousand Oaks, California 91360-4207

D18(SAMO)
July 25, 2007

Ms. Jessica Kirchner
Associate Environmental Planner
Southern California Association of Governments
818 W. 7th St., 12th Floor
Los Angeles, CA 90017

Dear Ms. Kirchner:

Thank you for giving the National Park Service the opportunity to comment on the preparation of the Program Environmental Impact Report (PEIR) for the 2008 Regional Transportation Plan (RTP) and the 2008 Regional Comprehensive Plan (RCP). As custodians of the natural wonders of Santa Monica Mountains National Recreation Area, we encourage you to devote special consideration to the Environmentally Superior Alternative. Advancing objectives that include the reduction of resource consumption will certainly benefit Santa Monica Mountains National Recreation Area, and enhance its role as a clean airshed for the region, the "lungs" of Los Angeles.

The National Park Service has been doing its part to reduce the consumption of, and pollution of, resources in Southern California. The ParkLINK shuttle, a fixed route service that connects park destinations in the heart of the Santa Monica Mountains and beaches, is nearing its November 2007 completion of a demonstration project that began in July 2005. Utilizing five twenty-four passenger minibuses, the shuttle transports passengers between park areas on weekends and certain holidays, reducing the ever worsening traffic congestion that threatens to obscure the natural beauty of the Malibu coast and preventing the need to expand parking lots into sensitive habitats. We ask that you list the ParkLINK shuttle on your next Regional Transportation Plan.

The National Park Service believes that the ParkLINK shuttle, and other similar alternative transportation systems, have an important role to play in America's plan to reduce our emissions of greenhouse gases and our dependence on foreign oil. Due to this role, we urge you to consider including the ParkLINK shuttle, and public transportation systems like it, in your next Regional Transportation Plan.

Thank you for considering our comments today.

Sincerely,

Woody Smeck

Woody Smeck
Superintendent



July 25, 2007

Ms. Jessica Kirchner, Associate Environmental Planner
Southern California Association of Governments
818 W. 7th Street, 12th Floor
Los Angeles, CA 90017

RE: NOP for a Program EIR for the 2008 RTP and RCP

Dear Ms. Kirchner:

Thank you for providing a copy of the Notice of Preparation for a Program Environmental Impact Report (PEIR) for the 2008 Regional Transportation Plan (RTP) and 2008 Regional Comprehensive Plan (RCP).

Omnitrans provides local and express fixed-route bus service and demand-response service for people that live in the San Bernardino Valley. In addition, Omnitrans is implementing the System-wide Transit Corridor Plan for the San Bernardino Valley which identifies bus rapid transit (BRT) corridors within its service area. By 2010, Omnitrans will begin operating its first BRT corridor in the cities of San Bernardino and Loma Linda.

Omnitrans does not have any comments on the scope or content but would like to request a copy of the draft EIR for review and comment. A copy of the draft can be sent to **Omnitrans Planning Department, 1700 West Fifth Street, San Bernardino, CA 92411.**

Thank you for sending the NOP. We look forward to receiving the document and providing comments.

Sincerely,

Mervin Acebo
Associate Planner

DEPARTMENT OF FISH AND GAME<http://www.dfg.ca.gov>

South Coast Region
4949 Viewridge Avenue
San Diego, CA 92123
(858) 467-4201



July 26, 2007

Ms. Jessica Kirchner
Southern California Association of Governments
818 West Seventh Street, 12th Floor
Los Angeles, CA 90017-3435

**Notice of Preparation of a
Program Environmental Impact Report for the
2008 Regional Transportation Plan and 2008 Regional Comprehensive Plan
SCH # 2007061015, Los Angeles County**

Dear Ms. Kirchner:

The Department of Fish and Game (Department) reviewed the above-referenced Notice of Preparation (NOP) for the Draft Program Environmental Impact Report (PEIR) relative to impacts to biological resources. The project consists of Southern California Association of Government's (SCAG) simultaneous approach to land use and transportation planning by preparing the 2008 Regional Transportation Plan (RTP) and the 2008 Regional Comprehensive Plan (RCP) for the SCAG region which includes the counties of Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura and 186 cities in Southern California.

The RTP serves as the legal basis for transportation decision-making in the region; determines the needs of the transportation system; and prioritizes proposed transportation projects. SCAG does not implement individual projects in the RTP; these projects will be implemented by agencies other than SCAG.

The RCP contains policies and actions that promote a coordinated strategy for growth, development and environmental protection and will function as a voluntary companion document to the RTP. The RCP will include goals, outcomes and action plans for eight areas including: open space and habitat; energy; air quality; solid waste; land use and housing; safety and security; transportation and water.

As described in the NOP, SCAG does not have local land use approval jurisdiction, rather implementation of the RCP policies will be achieved at the local level. SCAG member agencies are encouraged to apply the RCP policies and principals by their incorporation into General Plan updates and through the approval process for individual development projects.

Through the Open Space Working Group meetings hosted by SCAG over the past several months, the Department has been providing input into the RCP regarding Department concerns for maintaining and enhancing wildlife habitat and connectivity, endangered species protection and maintaining the integrity of jurisdictional waters of the state.

Ms. Jessica Kirchner

July 26, 2007

Page 2

protection and maintaining the integrity of jurisdictional waters of the state.

We recommend the following information be considered and included by SCAG in the PEIR to facilitate biological impact assessment for the RTP and to serve as planning guidelines in the RCP for individual project proponents implementing the goals and guidelines identified within the RTP. Interfacing with Department goals for the protection of Public Trust Resources at this stage of the planning process in the RTP and RCP will assist the Lead Agency, Department, and project proponents in achieving these goals as projects are evaluated individually during subsequent impact assessments under CEQA.

1. A complete, recent assessment of flora and fauna within and adjacent to the project area, with particular emphasis upon identifying endangered, threatened, and locally unique species and sensitive habitats (Attachment 1).
 - a. A thorough recent assessment of rare plants and rare natural communities, following the Department's Guidelines for Assessing Impacts to Rare Plants and Rare Natural Communities.
 - b. A complete, recent assessment of sensitive fish, wildlife, reptile, and amphibian species. Seasonal variations in use of the project area should also be addressed. Recent, focused, species-specific surveys, conducted at the appropriate time of year and time of day when the sensitive species are active or otherwise identifiable, are required. Acceptable species-specific survey procedures should be developed in consultation with the Department and U.S. Fish and Wildlife Service.
 - c. Rare, threatened, and endangered species to be addressed should include all those which meet the California Environmental Quality Act (CEQA) definition (see CEQA Guidelines, Section 15380).
 - d. The Department's Biogeographic Branch in Sacramento should be contacted at (916) 322-2493 to obtain current information on any previously reported sensitive species and habitats, including Significant Natural Areas identified under Chapter 12 of the Fish and Game Code. Also, any Significant Ecological Areas (SEAs) or Environmentally Sensitive Habitats (ESHs) or any areas that are considered sensitive by the local jurisdiction that are located in or adjacent to the project area must be addressed.
2. A thorough discussion of direct, indirect, and cumulative impacts expected to adversely affect biological resources, with specific measures to offset such impacts. This discussion should focus on maximizing avoidance, and minimizing impacts.
 - a. CEQA Guidelines, Section 15125(a), direct that knowledge of the regional setting is critical to an assessment of environmental impacts and that special emphasis should be placed on resources that are rare or unique to the region.
 - b. Project impacts should also be analyzed relative to their effects on off-site habitats and populations. Specifically, this should include nearby public lands, open space, adjacent natural habitats, and riparian ecosystems. Impacts to and maintenance of wildlife corridor/movement areas, including access to undisturbed habitat in adjacent areas are of concern to the Department and should be fully evaluated and provided. The analysis should also include a discussion of the potential for impacts resulting from such effects as increased vehicle traffic, outdoor artificial lighting, noise and vibration.

Ms. Jessica Kirchner
July 26, 2007
Page 3

- c. A cumulative effects analysis should be developed as described under CEQA Guidelines, Section 15130. General and specific plans, as well as past, present, and anticipated future projects, should be analyzed relative to their impacts on similar plant communities and wildlife habitats.
 - d. Impacts to migratory wildlife affected by the project should be fully evaluated including proposals to remove/disturb native and ornamental landscaping and other nesting habitat for native birds. Impact evaluation may also include such elements as migratory butterfly roost sites and neo-tropical bird and waterfowl stop-over and staging sites. All migratory nongame native bird species are protected by international treaty under the Federal Migratory Bird Treaty Act (MBTA) of 1918 (50 C.F.R. Section 10.13). Sections 3503, 3503.5 and 3513 of the California Fish and Game Code prohibit take of birds and their active nests, including raptors and other migratory nongame birds as listed under the MBTA.
 - e. Impacts to all habitats from City or County required Fuel Modification Zones (FMZ). Areas slated as mitigation for loss of habitat shall not occur within the FMZ.
 - f. Proposed project activities (including disturbances to vegetation) should take place outside of the breeding bird season (February 1- September 1) to avoid take (including disturbances which would cause abandonment of active nests containing eggs and/or young). If project activities cannot avoid the breeding bird season, nest surveys should be conducted and active nests should be avoided and provided with a minimum buffer as determined by a biological monitor (the Department recommends a minimum 500-foot buffer for all active raptor nests).
3. A range of alternatives should be analyzed to ensure that alternatives to the proposed project are fully considered and evaluated. A range of alternatives which avoid or otherwise minimize impacts to sensitive biological resources including wetlands/riparian habitats, alluvial scrub, coastal sage scrub, Joshua tree woodlands, etc. should be included. Specific alternative locations should also be evaluated in areas with lower resource sensitivity where appropriate.
- a. Mitigation measures for project impacts to sensitive plants, animals, and habitats should emphasize evaluation and selection of alternatives which avoid or otherwise minimize project impacts. Compensation for unavoidable impacts through acquisition and protection of high quality habitat elsewhere should be addressed with offsite mitigation locations clearly identified.
 - b. The Department considers Rare Natural Communities as threatened habitats having both regional and local significance. Thus, these communities should be fully avoided and otherwise protected from project-related impacts (Attachment 2).
 - c. The Department generally does not support the use of relocation, salvage, and/or transplantation as mitigation for impacts to rare, threatened, or endangered species. Department studies have shown that these efforts are experimental in nature and largely unsuccessful.
4. A California Endangered Species Act (CESA) Permit must be obtained, if the project has the potential to result in "take" of species of plants or animals listed under CESA, either during construction or over the life of the project. CESA Permits are issued to conserve, protect, enhance, and restore State-listed threatened or endangered species and their habitats. Early consultation is encouraged, as significant modification to the proposed

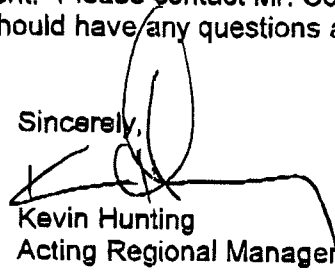
Ms. Jessica Kirchner
July 26, 2007
Page 4

project and mitigation measures may be required in order to obtain a CESA Permit. Revisions to the Fish and Game Code, effective January 1998, require that the Department issue a separate CEQA document for the issuance of a CESA permit unless the project CEQA document addresses all project impacts to listed species and specifies a mitigation monitoring and reporting program that will meet the requirements of a CESA permit. For these reasons, the following information is requested:

- a. Biological mitigation monitoring and reporting proposals should be of sufficient detail and resolution to satisfy the requirements for a CESA Permit.
 - b. A Department-approved Mitigation Agreement and Mitigation Plan are required for plants listed as rare under the Native Plant Protection Act.
5. The Department opposes the elimination of watercourses (including concrete channels) and/or the canalization of natural and manmade drainages or conversion to subsurface drains. All wetlands and watercourses, whether intermittent, ephemeral, or perennial, must be retained and provided with substantial setbacks which preserve the riparian and aquatic habitat values and maintain their value to on-site and off-site wildlife populations. The Department recommends a minimum natural buffer of 100 feet from the outside edge of the riparian zone on each side of a drainage.
- a. The Department requires a Streambed Alteration Agreement (SAA), pursuant to Section 1600 et seq. of the Fish and Game Code, with the applicant prior to any direct or indirect impact to a lake or stream bed, bank or channel or associated riparian resources. The Department's issuance of a SAA may be a project that is subject to CEQA. To facilitate our issuance of the Agreement when CEQA applies, the Department as a Responsible Agency under CEQA may consider the local jurisdiction's (Lead Agency) document for the project. To minimize additional requirements by the Department under CEQA the document should fully identify the potential impacts to the lake, stream or riparian resources and provide adequate avoidance, mitigation, monitoring and reporting commitments for issuance of the Agreement. Early consultation is recommended, since modification of the proposed project may be required to avoid or reduce impacts to fish and wildlife resources.

Thank you for this opportunity to provide comment. Please contact Mr. Scott Harris, Environmental Scientist, at (626) 797-3170 if you should have any questions and for further coordination on the proposed RTP and RCP.

Sincerely,



Kevin Hunting
Acting Regional Manager

Ms. Jessica Kirchner
July 26, 2007
Page 5

attachments

cc: Mr. Michael Mulligan, San Diego
Mr. Curt Taucher, Los Alamitos
Ms. Terri Dickerson, Laguna Niguel

bcc: Mr. Scott Harris, Pasadena

HCP-Chron
Department of Fish and Game

State Clearinghouse, Sacramento

SPH:sph
spharis/SCAG RTP/RCP MEIR/2007

Guidelines for Assessing the Effects of Proposed Projects on Rare, Threatened, and Endangered Plants and Natural Communities

State of California
THE RESOURCES AGENCY
Department of Fish and Game
December 9, 1983
Revised May 8, 2000

The following recommendations are intended to help those who prepare and review environmental documents determine **when** a botanical survey is needed, **who** should be considered qualified to conduct such surveys, **how** field surveys should be conducted, and **what** information should be contained in the survey report. The Department may recommend that lead agencies not accept the results of surveys that are not conducted according to these guidelines.

1. Botanical surveys are conducted in order to determine the environmental effects of proposed projects on all rare, threatened, and endangered plants and plant communities. Rare, threatened, and endangered plants are not necessarily limited to those species which have been "listed" by state and federal agencies but should include any species that, based on all available data, can be shown to be rare, threatened, and/or endangered under the following definitions:

A species, subspecies, or variety of plant is "endangered" when the prospects of its survival and reproduction are in immediate jeopardy from one or more causes, including loss of habitat, change in habitat, over-exploitation, predation, competition, or disease. A plant is "threatened" when it is likely to become endangered in the foreseeable future in the absence of protection measures. A plant is "rare" when, although not presently threatened with extinction, the species, subspecies, or variety is found in such small numbers throughout its range that it may be endangered if its environment worsens.

Rare natural communities are those communities that are of highly limited distribution. These communities may or may not contain rare, threatened, or endangered species. The most current version of the California Natural Diversity Database's List of California Terrestrial Natural Communities may be used as a guide to the names and status of communities.

2. It is appropriate to conduct a botanical field survey to determine if, or to the extent that, rare, threatened, or endangered plants will be affected by a proposed project when:

- a. Natural vegetation occurs on the site, it is unknown if rare, threatened, or endangered plants or habitats occur on the site, and the project has the potential for direct or indirect effects on vegetation; or
- b. Rare plants have historically been identified on the project site, but adequate information for impact assessment is lacking.

3. Botanical consultants should possess the following qualifications:

- a. Experience conducting floristic field surveys;
- b. Knowledge of plant taxonomy and plant community ecology;
- c. Familiarity with the plants of the area, including rare, threatened, and endangered species;
- d. Familiarity with the appropriate state and federal statutes related to plants and plant collecting; and,
- e. Experience with analyzing impacts of development on native plant species and communities.

4. Field surveys should be conducted in a manner that will locate any rare, threatened, or endangered species that may be present. Specifically, rare, threatened, or endangered plant surveys should be:

- a. Conducted in the field at the proper time of year when rare, threatened, or endangered species are both evident and identifiable. Usually, this is when the plants are flowering.

When rare, threatened, or endangered plants are known to occur in the type(s) of habitat present in the project

area, nearby accessible occurrences of the plants (reference sites) should be observed to determine that the species are identifiable at the time of the survey.

b. Floristic in nature. A floristic survey requires that every plant observed be identified to the extent necessary to determine its rarity and listing status. In addition, a sufficient number of visits spaced throughout the growing season are necessary to accurately determine what plants exist on the site. In order to properly characterize the site and document the completeness of the survey, a complete list of plants observed on the site should be included in every botanical survey report.

c. Conducted in a manner that is consistent with conservation ethics. Collections (voucher specimens) of rare, threatened, or endangered species, or suspected rare, threatened, or endangered species should be made only when such actions would not jeopardize the continued existence of the population and in accordance with applicable state and federal permit requirements. A collecting permit from the Habitat Conservation Planning Branch of DFG is required for collection of state-listed plant species. Voucher specimens should be deposited at recognized public herbaria for future reference. Photography should be used to document plant identification and habitat whenever possible, but especially when the population cannot withstand collection of voucher specimens.

d. Conducted using systematic field techniques in all habitats of the site to ensure a thorough coverage of potential impact areas.

e. Well documented. When a rare, threatened, or endangered plant (or rare plant community) is located, a California Native Species (or Community) Field Survey Form or equivalent written form, accompanied by a copy of the appropriate portion of a 7.5 minute topographic map with the occurrence mapped, should be completed and submitted to the Natural Diversity Database. Locations may be best documented using global positioning systems (GPS) and presented in map and digital forms as these tools become more accessible.

5. Reports of botanical field surveys should be included in or with environmental assessments, negative declarations and mitigated negative declarations, Timber Harvesting Plans (THPs), EIR's, and EIS's, and should contain the following information:

- a. Project description, including a detailed map of the project location and study area.
- b. A written description of biological setting referencing the community nomenclature used and a vegetation map.
- c. Detailed description of survey methodology.
- d. Dates of field surveys and total person-hours spent on field surveys.
- e. Results of field survey including detailed maps and specific location data for each plant population found. Investigators are encouraged to provide GPS data and maps documenting population boundaries.
- f. An assessment of potential impacts. This should include a map showing the distribution of plants in relation to proposed activities.
- g. Discussion of the significance of rare, threatened, or endangered plant populations in the project area considering nearby populations and total species distribution.
- h. Recommended measures to avoid impacts.
- i. A list of all plants observed on the project area. Plants should be identified to the taxonomic level necessary to determine whether or not they are rare, threatened or endangered.
- j. Description of reference site(s) visited and phenological development of rare, threatened, or endangered plant(s).
- k. Copies of all California Native Species Field Survey Forms or Natural Community Field Survey Forms.
- l. Name of field investigator(s).
- m. References cited, persons contacted, herbaria visited, and the location of voucher specimens.

Sensitivity of Top Priority Rare Natural Communities in Southern California

Sensitivity rankings are determined by the Department of Fish and Game, California Natural Diversity Data Base and based on either number of known occurrences (locations) and/or amount of habitat remaining (acreage). The three rankings used for these top priority rare natural communities are as follows:

- S1.# Fewer than 6 known locations and/or on fewer than 2,000 acres of habitat remaining.
- S2.# Occurs in 6-20 known locations and/or 2,000-10,000 acres of habitat remaining.
- S3.# Occurs in 21-100-known locations and/or 10,000-50,000 acres of habitat remaining.

The number to the right of the decimal point after the ranking refers to the degree of threat posed to that natural community regardless of the ranking. For example:

S1.1 = very threatened
 S2.2 = threatened
 S3.3 = no current threats known

Sensitivity Rankings (February 1992)

<u>Rank</u>	<u>Community Name</u>
S1.1	Mojave Riparian Forest Sonoran Cottonwood Willow Riparian Mesquite Bosque Elephant Tree Woodland Crucifixion Thorn Woodland Allthorn Woodland Arizonan Woodland Southern California Walnut Forest Mainland Cherry Forest Southern Bishop Pine Forest Torrey Pine Forest Desert Mountain White Fir Forest Southern Dune Scrub Southern Coastal Bluff Scrub Maritime Succulent Scrub Riversidean Alluvial Fan Sage Scrub Southern Maritime Chaparral Valley Needlegrass Grassland Great Basin Grassland Mojave Desert Grassland Pebble Plains Southern Sedge Bog Cismontane Alkali Marsh

- S1.2 Southern Foredunes
Mono Pumice Flat
Southern Interior Basalt Flow Vernal Pool

- S2.1 Venturan Coastal Sage Scrub
Diegan Coastal Sage Scrub
Riversidean Upland Coastal Sage Scrub
Riversidean Desert Sage Scrub
Sagebrush Steppe
Desert Sink Scrub
Mafic Southern Mixed Chaparral
San Diego Mesa Hardpan Vernal Pool
San Diego Mesa Claypan Vernal Pool
Alkali Meadow
Southern Coastal Salt Marsh
Coastal Brackish Marsh
Transmontane Alkali Marsh
Coastal and Valley Freshwater Marsh
Southern Arroyo Willow Riparian Forest
Southern Willow Scrub
Modoc-Great Basin Cottonwood Willow Riparian
Modoc-Great Basin Riparian Scrub
Mojave Desert Wash Scrub
Engelmann Oak Woodland
Open Engelmann Oak Woodland
Closed Engelmann Oak Woodland
Island Oak Woodland
California Walnut Woodland
Island Ironwood Forest
Island Cherry Forest
Southern Interior Cypress Forest
Bigcone Spruce-Canyon Oak Forest

- S2.2 Active Coastal Dunes
Active Desert Dunes
Stabilized and Partially Stabilized Desert Dunes
Stabilized and Partially Stabilized Desert Sandfield
Mojave Mixed Steppe
Transmontane Freshwater Marsh
Coulter Pine Forest
Southern California Fellfield
White Mountains Fellfield

- S2.3 Bristlecone Pine Forest
Limber Pine Forest



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July 26, 2007

Ms. Jessica Kirchner
Southern California Association of Governments
818 West Seventh Street, 12th Floor
Los Angeles, CA 90017-3435

Dear Ms. Kirchner:

Thank you for the opportunity to comment on the Notice of Preparation for the Program Environmental Impact Report (PEIR) for the Southern California Association of Governments' (SCAG) 2008 Regional Transportation Plan (RTP).

In 2006, the Orange County Transportation Authority (OCTA) Board of Directors approved a Long-Range Transportation Plan (LRTP) for Orange County and certified a PEIR on the same plan. OCTA's 2006 LRTP includes the Renewed Measure M program along with a number of other projects designed to improve the County's transportation system. In November 2006, Orange County voters approved the Renewed Measure M program by a nearly 70 percent margin, securing \$11.8 billion in additional transportation revenue between 2011 and 2041 that has not been included in prior plans.

In addition to incorporating the voter-approved transportation projects contained in the 2006 LRTP, OCTA also recommends that SCAG consider several other issues during development of the 2008 RTP and PEIR.

1. OCTA, as well as Orange County's local agencies, request that SCAG use Orange County Projections (OCP) 2006 for Orange County demographic assumptions for the upcoming RTP. Developed through a bottom-up planning process by the Center for Demographic Research at California State University, Fullerton, OCP 2006 represents Orange County's consensus recommendations for future demographic inputs.
2. OCTA encourages SCAG to include flexible high-occupancy vehicle (HOV) lane options in the upcoming RTP. As congestion grows in the region, the California Department of Transportation and the county transportation commissions need the flexibility to implement continuous access and part-time operations on HOV facilities as appropriate. OCTA also encourages SCAG to evaluate the air quality benefits and issues associated with a change in regional HOV policy.



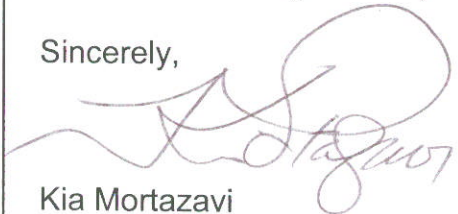
Ms. Jessica Kirchner
July 26, 2007
Page 2

3. OCTA is supportive of the California High-Speed Rail Authority's statewide high-speed rail system with an initial operating segment between Anaheim and Los Angeles. OCTA is also supportive of continued study of high-speed ground transportation between Anaheim and Ontario International Airport. OCTA encourages SCAG to include these concepts in the upcoming RTP.
4. The City of Irvine is currently pursuing a transit guideway project connecting its Great Park development to the Irvine train station. This project should be incorporated into the 2008 RTP and PEIR.
5. SCAG should ensure that any goods movement control measures incorporated into the 2008 RTP are reviewed by the county transportation commissions and do not set standards that put the region at risk of falling out of conformity with federal air quality regulations.
6. OCTA supports the goal of improving the balance between land use and transportation systems; however, OCTA urges SCAG to keep long-term regional planning the primary focus of the 2008 RTP, rather than pursuing direct construction or land-use authority related to transportation projects.
7. SCAG should continue close consultation with county transportation commissions, including OCTA, during the development of the 2008 RTP and associated PEIR.

Attached is OCTA's updated 2008 RTP project list. OCTA requests that these projects be included in the 2008 RTP.

We appreciate your consideration of these recommendations, and look forward to continuing to work with SCAG to develop a RTP that will benefit the residents of Orange County and the entire Southern California region.

Sincerely,



Kia Mortazavi
Executive Director

KM:ml
Attachment



ARNOLD SCHWARZENEGGER
GOVERNOR

STATE OF CALIFORNIA
GOVERNOR'S OFFICE of PLANNING AND RESEARCH
STATE CLEARINGHOUSE AND PLANNING UNIT



CYNTHIA BRYANT
DIRECTOR

Notice of Preparation

June 28, 2007

To: Reviewing Agencies
Re: 2008 Regional Transportation Plan and Regional Comprehensive Plan
SCH# 2007061126

Attached for your review and comment is the Notice of Preparation (NOP) for the 2008 Regional Transportation Plan and Regional Comprehensive Plan draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Jessica Kirchner
Southern California Association of Governments
818 W. Seventh Street, 12th Floor
Los Angeles, CA 90017-3435

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

for Scott Morgan
Project Analyst, State Clearinghouse

Attachments
cc: Lead Agency

**Document Details Report
State Clearinghouse Data Base**

SCH# 2007061126
Project Title 2008 Regional Transportation Plan and Regional Comprehensive Plan
Lead Agency Southern California Association of Governments

Type NOP Notice of Preparation
Description The Southern California Association of Governments (SCAG) is undertaking an integrated and innovative approach to land use and transportation planning. SCAG is simultaneously preparing the 2008 Regional Transportation Plan (RTP) and the 2008 Regional Comprehensive Plan (RCP) for the SCAG region. Together, the RTP and RCP provide a long-term comprehensive land use and transportation planning blueprint for the region.

Lead Agency Contact

Name Jessica Kirchner
Agency Southern California Association of Governments
Phone (213) 236-1983 **Fax**
email kirchner@scag.ca.gov
Address 818 W. Seventh Street, 12th Floor
City Los Angeles **State** CA **Zip** 90017-3435

Project Location

County Los Angeles, Orange, San Bernardino, Riverside, Ventura, ...
City
Region
Cross Streets
Parcel No.
Township **Range** **Section** **Base**

Proximity to:

Highways
Airports
Railways
Waterways
Schools
Land Use

Project Issues Aesthetic/Visual; Air Quality; Archaeologic-Historic; Biological Resources; Landuse; Noise; Other Issues; Population/Housing Balance; Public Services; Traffic/Circulation; Water Supply

Reviewing Agencies Resources Agency; Department of Parks and Recreation; Native American Heritage Commission; Public Utilities Commission; Office of Emergency Services; Department of Fish and Game, Headquarters; Department of Water Resources; Department of Conservation; Department of Toxic Substances Control; State Water Resources Control Board, Division of Water Quality; Caltrans, Division of Transportation Planning; San Gabriel & Lower Los Angeles Rivers & Mountains Conservancy; Air Resources Board, Transportation Projects; State Lands Commission

Date Received 06/28/2007 **Start of Review** 06/28/2007 **End of Review** 07/27/2007

NUP DISTRIBUTION LIST

County: Riverside, Ventura, Imperial

SUM#

<input type="checkbox"/> Resources Agency	<input type="checkbox"/> Fish & Game Region 2 Banky Curtis	<input checked="" type="checkbox"/> Public Utilities Commission Ken Lewis	<input type="checkbox"/> Caltrans, District 8 Dan Kopulsky	<input type="checkbox"/> Regional Water Quality Control Board (RWQCB)
<input checked="" type="checkbox"/> Resources Agency Nadell Gayou	<input type="checkbox"/> Fish & Game Region 3 Robert Floerke	<input type="checkbox"/> Santa Monica Bay Restoration Guangyu Wang	<input type="checkbox"/> Caltrans, District 9 Gayle Rosander	<input type="checkbox"/> RWQCB 1 Cathleen Hudson North Coast Region (1)
<input type="checkbox"/> Dept. of Boating & Waterways David Johnson	<input type="checkbox"/> Fish & Game Region 4 Julie Vance	<input checked="" type="checkbox"/> State Lands Commission Jean Sarino	<input type="checkbox"/> Caltrans, District 10 Tom Dumas	<input type="checkbox"/> RWQCB 2 Environmental Document Coordinator San Francisco Bay Region (2)
<input type="checkbox"/> California Coastal Commission Elizabeth A. Fuchs	<input type="checkbox"/> Fish & Game Region 5 Don Chadwick Habitat Conservation Program	<input type="checkbox"/> Tahoe Regional Planning Agency (TRPA) Cherry Jacques	<input type="checkbox"/> Caltrans, District 11 Mario Orso	<input type="checkbox"/> RWQCB 3 Central Coast Region (3)
<input type="checkbox"/> Colorado River Board Gerald R. Zimmerman	<input type="checkbox"/> Fish & Game Region 6 Gabrina Gatchel Habitat Conservation Program	<u>Business, Trans & Housing</u>	<input type="checkbox"/> Caltrans, District 12 Bob Joseph	<input type="checkbox"/> RWQCB 4 Teresa Rodgers Los Angeles Region (4)
<input checked="" type="checkbox"/> Dept. of Conservation Sharon Howell	<input type="checkbox"/> Fish & Game Region 6 I/M Gabrina Gatchel Inyo/Mono, Habitat Conservation Program	<input type="checkbox"/> Caltrans - Division of Aeronautics Sandy Hesnard	<u>Cal EPA</u>	<input type="checkbox"/> RWQCB 5 Central Valley Region (5)
<input type="checkbox"/> California Energy Commission Paul Richins	<input type="checkbox"/> Dept. of Fish & Game M George Isaac Marine Region	<input checked="" type="checkbox"/> Caltrans - Planning Terri Pencovic	<input type="checkbox"/> Air Resources Board Airport Projects Jim Lerner	<input type="checkbox"/> RWQCB 5F Central Valley Region (5) Fresno Branch Office
<input type="checkbox"/> Dept. of Forestry & Fire Protection Allen Robertson	<u>Other Departments</u>	<input type="checkbox"/> California Highway Patrol Shirley Kelly Office of Special Projects	<input checked="" type="checkbox"/> Transportation Projects Ravi Ramalingam	<input type="checkbox"/> RWQCB 5R Central Valley Region (5) Redding Branch Office
<input type="checkbox"/> Office of Historic Preservation Wayne Donaldson	<input type="checkbox"/> Food & Agriculture Steve Shaffer Dept. of Food and Agriculture	<input type="checkbox"/> Housing & Community Development Lisa Nichols Housing Policy Division	<input type="checkbox"/> Industrial Projects Mike Tollstrup	<input type="checkbox"/> RWQCB 6 Lahontan Region (6)
<input checked="" type="checkbox"/> Dept of Parks & Recreation Environmental Stewardship Section	<input type="checkbox"/> Dept. of General Services Public School Construction	<u>Dept. of Transportation</u>	<input type="checkbox"/> California Integrated Waste Management Board Sue O'Leary	<input type="checkbox"/> RWQCB 6V Lahontan Region (6) Victorville Branch Office
<input type="checkbox"/> Reclamation Board DeeDee Jones	<input type="checkbox"/> Dept. of General Services Robert Sleppy Environmental Services Section	<input type="checkbox"/> Caltrans, District 1 Rex Jackman	<input type="checkbox"/> State Water Resources Control Board Regional Programs Unit Division of Financial Assistance	<input type="checkbox"/> RWQCB 7 Colorado River Basin Region (7)
<input type="checkbox"/> S.F. Bay Conservation & Dev't. Comm. Steve McAdam	<input type="checkbox"/> Dept. of Health Services Veronica Malloy Dept. of Health/Drinking Water	<input type="checkbox"/> Caltrans, District 2 Marcelino Gonzalez	<input checked="" type="checkbox"/> State Water Resources Control Board Student Intern, 401 Water Quality Certification Unit Division of Water Quality	<input type="checkbox"/> RWQCB 8 Santa Ana Region (8)
<input checked="" type="checkbox"/> Dept. of Water Resources Resources Agency Nadell Gayou	<u>Independent Commissions, Boards</u>	<input type="checkbox"/> Caltrans, District 3 Jeff Pulverman	<input type="checkbox"/> State Water Resources Control Board Steven Herrera Division of Water Rights	<input type="checkbox"/> RWQCB 9 San Diego Region (9)
<input type="checkbox"/> Conservancy	<input type="checkbox"/> Delta Protection Commission Debby Eddy	<input type="checkbox"/> Caltrans, District 4 Tim Sable	<input checked="" type="checkbox"/> Dept. of Toxic Substances Control CEQA Tracking Center	
<u>Fish and Game</u>	<input checked="" type="checkbox"/> Office of Emergency Services Dennis Castrillo	<input type="checkbox"/> Caltrans, District 5 David Murray	<input type="checkbox"/> Department of Pesticide Regulation	
<input checked="" type="checkbox"/> Depart. of Fish & Game Scott Flint Environmental Services Division	<input type="checkbox"/> Governor's Office of Planning & Research State Clearinghouse	<input type="checkbox"/> Caltrans, District 6 Marc Birnbaum		
<input type="checkbox"/> Fish & Game Region 1 Donald Koch	<input checked="" type="checkbox"/> Native American Heritage Comm. Debbie Treadway	<input type="checkbox"/> Caltrans, District 7 Cheryl J. Powell		
<input type="checkbox"/> Fish & Game Region 1E Laurie Harnsberger				

Other San Gabriel d
Laver LA RMC

**DEPARTMENT OF TRANSPORTATION**

District 12

3337 Michelson Drive, Suite 380

Irvine, CA 92612-8894

Tel: (949) 724-2267

Fax: (949) 724-2592

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Post-it® Fax Note	/b/1	Date	7-31-07	# of pages	3
To	Jessica Kirchner	From	M. Molavi		
Co./Dept.	SCAG	Co.	Caltrans - D-12		
Phone #	213-236-1983	Phone #	949-724-2267		
Fax #	213-236-1963	Fax #			

July 30, 2007

Jessica Kirchner
Southern California Association of Governments
818 W. Seventh Street
Los Angeles, California 90017

File. IGR/CEQA
SCH#: 2007061126
Log #: 1891
All

Subject: NOP for Program EIR- 2008 Regional Transportation Plan (RTP) and Regional Comprehensive Plan (RCP)

Dear Ms. Kirchner:

Thank you for the opportunity to review and comment on the **Notice of Preparation (NOP)** for the **2008 Regional Transportation Plan and Regional Comprehensive Plan Draft Program Environmental Impact Report (PEIR)**. The 2008 Regional Transportation Plan (RTP) and the 2008 Regional Congestion Plan (RCP) provide a long-term comprehensive land use and transportation planning blueprint for the region. The Southern California Association of Governments (SCAG), as Lead Agency will simultaneously prepare the RTP and RCP.

Caltrans District 12 status is a responsible agency on this project and we have the following comments:

1. It is important that the document contain consistency and uniformity within the region in the identification of adverse traffic impacts to State Highway Facilities that may be caused as a result of proposed development, as well as the identification of measures to mitigate those traffic impacts.
2. The 2008 RTP Program EIR should address any new and existing air quality guidelines as set forth by the United States Environmental Protection Agency and/or the California Air Resources Board.
3. Measurement of emissions adjacent to transportation facilities in highly urbanized areas (such as Orange County) may not all be related directly to the transportation facilities and therefore a more detailed analysis of the actual emission source needs to be identified.
4. Due to the significance of the tremendous goods movement growth within the region, there needs to be an in depth analysis of the impacts to air quality as a result of this growth and the strategy to mitigate it.

5. Each proposed project must have subsequent environmental documentation prior to implementation that addresses any and all impacts in to Caltrans Right-of-Way. The environmental documentation and associated technical studies must adhere to Caltrans protocol.
6. Any major oversight project work proposed for Caltrans facilities would require coordination with Caltrans and an encroachment permit. Caltrans would maintain Lead Agency status for CEQA.
7. Any minor project work (e.g. street widening, emergency access improvements, sewer connections, sound walls, stormdrain construction, street connections, lighting, and signage, etc.) proposed that impacts Caltrans Right-of-Way, would require coordination with Caltrans and an encroachment permit, and all environmental concerns must be adequately addressed. If the environmental documentation for the project does not meet Caltrans requirements, additional documentation would be required before approval of the encroachment permit. Please coordinate with Caltrans to meet requirements for any work within or near Caltrans Right-of-Way. (See Attachment: Environmental Review Requirements for Encroachment Permit)

Please continue to keep us informed of this project and any future developments, which could potentially impact the State Transportation Facilities. If you have any questions or need to contact us, please do not hesitate to call Maryam Molavi at (949) 724-2267.

Sincerely,

Maryam Molavi For,

Ryan Chamberlain, Branch Chief
Local Development/Intergovernmental Review

C: Terry Roberts, Office of Planning and Research

ENVIRONMENTAL REVIEW REQUIREMENTS FOR ENCROACHMENT PERMITS

Any Party, outside of Caltrans, that does work on a State Highway or Interstate Highway in California needs to apply for an encroachment permit. To acquire any encroachment permit, environmental concerns must be addressed. Environmental review of encroachment permit applications may take 3 weeks if the application is complete or longer if the application is incomplete. For soil disturbing activities (e.g. geotechnical borings, grading, usage of unpaved roads from which dirt and other materials may be tracked onto the State/Interstate highways, etc.), compliance with Water Quality and Cultural Resources Provisions are emphasized. Surveys may/ may not be soil-disturbing activities, depending on the site and survey method.

A complete application for environmental review includes the following:

1. If an environmental document (CE, EIR/EIS, ND, etc.) has been completed for the project, copy of the final, approved document must be submitted with the application.
2. **Water Quality Provision:** All work within the State Right of Way must conform to Caltrans Standard Plans and Standard Specifications for Water Pollution Control including production of a Water Pollution Control Program or Storm Water Pollution Prevention Plan as required. The applicant must provide Encroachments with a copy of the Storm Water Pollution Prevention Plan (SWPPP) including Best Management Practices (BMPs) to be implemented for construction activities impacting Caltrans Right of Way, prepared for this as required by the NPDES Statewide Storm Water Permit for General Construction Activities. If no SWPPP has been prepared for this project, then the applicant must follow the requirements described in the attached Water Pollution Control Provisions (please see attachment).
3. **Cultural Resources Provisions:** If not included in the environmental document, before permit approval and project construction, the encroachment permit applicant must complete a Cultural Resource Assessment pursuant to Caltrans Environmental Handbook, Volume 2, Appendix B-1, and Exhibit 1, as amended. The Cultural Resources Assessment ascertains the presence or absence of cultural resources within a one-mile radius of the project area and evaluates the impact to any historical/cultural resource. Cultural Resources include "those resources significant in American history, architecture, archaeology, and culture, including Native American Resources" (Caltrans Environmental Handbook, Volume 2, Chapter 1, as amended)]. The Cultural Resource Assessment must include:
 - a) a clear project description and map indicating project work, staging areas, site access, etc.;
 - b) a Record Search conducted at the South Central Coastal Information Center (SCCIC) located at California State University, Fullerton. For information call (714) 278-5395;
 - c) proof of Native American consultation. Consultation involves contacting the Native American Heritage Commission (NAHC), requesting a search of their Sacred Lands File, and following the recommendations provided by the NAHC. For information call (916) 653-4082;
 - d) documentation of any historic properties-(e.g. prehistoric and historic sites, buildings, structures, objects, or districts listed on, eligible for, or potentially eligible for listing on the National Register of Historic Places) within a one mile radius of the project area;
 - e) and a survey by qualified archaeologist for all areas that have not been previously researched.

The SCCIC and NAHC have an approximate turn around time of 2 weeks.
4. **Biological Resources Provisions:** Work conducted within Caltrans Right of Way should have the appropriate plant and wildlife surveys completed by a qualified biologist. If the information is not included in the environmental document, Environmental Planning requests that the applicant submit a copy of the biological study, survey, or technical report by a qualified biologist that provides details on the existing vegetation and wildlife at the project site and any vegetation that is to be removed during project activities. Official lists and databases should also be consulted for sensitive species such as the California Natural Diversity Database and lists provided by the U.S. Fish and Wildlife Service and the California Department of Fish and Game. Any impacts that affect waterways and drainages and/or open space during construction, or that occur indirectly as a result of the project must be coordinated with the appropriate resource agencies. As guidance, we ask that the applicant include:
 - a) clear description of project activities and the project site,
 - b) completed environmental significance checklist (not just yes and no answers, but a description should be given as to the reason for the response),
 - c) staging/storage areas noted on project plans,
 - d) proposed time of year for work and duration of activities (with information available),
 - e) any proposed mitigation (if applicable to the project),

FRIENDS OF THE NORTHERN SAN JACINTO VALLEY
P.O. Box 9097
Moreno Valley, CA 92552-9097

30 July 2007

Jessica Kirchner
Associate Environmental Planner
Southern California Association of Governments
818 West Seventh Street, 12th floor
Los Angeles, CA 90017

Dear Ms. Kirchner:

Re: Notice of Preparation of a Program Environmental Impact Report (PEIR) for the 2008 Regional Transportation Plan (RTP) and 2008 Regional Comprehensive Plan (RCP)

On July 11, 2007, the Los Angeles Times featured a story on page 1 showing the "Mid County Parkway" in western Riverside County, continuing through the mountains and into Orange County.

This road will foster the growth of tens of thousands of units next to several multi-species reserves. Somehow the cumulative impacts of this growth must be addressed. Our organization has several questions related to this roadway.

When the EIR/EIS is produced for the Mid County Parkway, will the tens of thousands of homes which it will promote be factored in? If not, when will the long-term direct, indirect, and cumulative impacts to the multi-species reserves and the mountains be addressed?

Please consider using any mitigation monies for impacts to habitats to buy lands adjacent to the San Jacinto Wildlife Area.

Why not use the right-of-way for existing major roadways, as well as additional choices of public transportation, to accommodate the predicted increase in traffic? This is preferable to spending money on the Mid County Parkway/tunnel project because it will reduce cumulative impacts that would degrade the environment and it would free more money for improved public transportation.

Please send the Friends of the Northern San Jacinto Valley notices of all meetings as well as all documents related to these projects. Thank you.

Sincerely,

Ann L. Turner-McKibben, President
(951) 924-8150
e-mail: northfriends@northfriends.org

From: Charles Griffin [c_e_griffin@msn.com]

Sent: Monday, July 30, 2007 10:37 AM

To: Jessica Kirchner

Cc: Scott Samuelson; Norman Rostoker; Allan L. Roeder; Pat Bates; Bill Campbell; Chris Norby; Eric Norby; Janet Nguyen; John Moorlach; Mario Mainero; Tom Mauk; Homer Bludau; Lou Bone; Barbara Boxer; William Withycombe; Dianne Feinstein; Honorable Arnold Schwarzenegger; Wendy Lockwood; Richard Marcus; Jessica Meaney; Hasan Ikhrata; Hong Kim; David E. Ryu; David Chow

Subject: Amended Formal Response To Notice Of Preparation, SCAG 2008 RTP/RCP PIER

Jessica Kirchner

Associate Environmental Planner

Southern California Association of Governments (SCAG)

818 West Seventh Street, 12th Floor

Los Angeles, CA 90017-3435

Phone: 213-236-1983

This is an **amended** formal written response to the

NOTICE OF PREPARATION OF A PROGRAM ENVIRONMENTAL IMPACT REPORT (PEIR)

http://www.scag.ca.gov/environment/pdfs/peirNotice2008_rtp_rcp.pdf

FOR THE 2008 REGIONAL TRANSPORTATION PLAN (RTP) AND

2008 REGIONAL COMPREHENSIVE PLAN (RCP)

DATED: JUNE 27, 2007

LEAD AGENCY:

Southern California Association of Governments (SCAG)

818 West Seventh Street, 12th Floor

Los Angeles, CA 90017-3435

This amended written response (with errata corrections) is intended to supplement my oral comments presented at the regional scoping meeting held Wednesday, July 25, 2007 at the SCAG Office, 818 W. 7th Street, Los Angeles.

Whereas, per the California Environmental Quality Act (CEQA), SCAG has the discretion to select an Alternative in its entirety or to combine elements of various Alternatives to develop the final Alternative selected for the RTP and PEIR...and ..

Whereas, "The Environmentally Superior Alternative" (proposed in the SCAG NOP) would explore land use and transportation policies designed to further sustainability objectives including reduced consumption of resources, particularly energy resources, and with a focus on reducing emission of Greenhouse Gases in accordance with AB 32, the California Global Warming Solutions Act of 2006...

Therefore, I formally contend that that the PIER would be illegally incomplete (per CEQA) if the PIER did not include an additional Technologically & Environmentally Superior Alternative that increased consumption of the abundant (essentially-inexhaustible) hydrogen (in the water of the oceans) extracted by electrolysis using electrical current produced by the thermal-nuclear-fusion-reaction of forcing two hydrogen atoms together to form a helium atom. The resulting helium atom has less mass than the total of the mass contained in the two hydrogen atoms, and that reduction of mass is transformed into energy in the form of explosive-motion of the positively-charged helium-particles that in turn produce:

- (1) dynamic magnetic flux at various low frequencies (that can directly induce the flow of electron current like an electrical power plant transformer) and
- (2) dynamic magnetic flux at various light frequencies including infra-red heat (that can heat water into steam to drive a turbine-driven electrical-generator) and
- (3) the positively-charged helium-particles will draw negatively charged electrons from the ground (through a practical electrical load) and
- (4) resulting high pressure helium-gas would directly drive a turbine-driven electrical-generator...

The thermal-nuclear-fusion-reaction of forcing two hydrogen atoms together to form a helium atom (such as occurs in the sun and stars) was first emulated by mankind circa 1957 in the hydrogen-bomb experiments in the Pacific Ocean. The Russians at that time also experimented with compressing the hydrogen atoms by a changing magnetic flux in a "Tokamak" torroid shaped electrical coil... Philo T. Farnsworth (after developing

the Television Cathode Ray Tube and other RCA electron vacuum tubes, circa 1939) patented a "Fusor" vacuum-tube to compress positively charged hydrogen atoms by repelling them with focused electro-static-force from high-voltage, positively-charged anodes, circa 1963... Princeton University has continued the Russian Tokamak experiments for more than forty years and has obtained fusion by compressing the hydrogen using the Tokamak toroid-coil with a focused colliding-beam of hydrogen atoms accelerated by a linear-coil...presently the US Department of Energy is funding Princeton to develop a lithium heat-exchanger (to absorb the radioactive neutrons of the heavy-hydrogen-isotopes of deuterium & tritium) to produce the steam to drive a turbine-driven electrical-generator...General Atomic in San Diego has privately also been developing a Tokamak-type, fusion reactor concurrently with Princeton for about thirty years... China reported this year that they had produced fusion from a Tokamak-type reactor that utilized a super-conducting coil to produce strong magnetic flux...An international consortium including France, Japan, South Korea and China are constructing a International Tokamak Experimental Reactor (ITER) in southern France...and .. presently the US Department of Energy is funding the University of California, Berkeley operated federal weapons laboratories at Livermore and Los Alamos who are producing fusion of hydrogen in various ways including the compression of frozen hydrogen pellets into helium with powerful, single-frequency, electromagnetic lasers (to produce neutrons to test equipment for radiation damage in addition to developing electrical power)... The University of Texas A&M ("Focus Fusion") and the University of Florida and the University of California, Irvine have produced fusion using simpler and more practical linear-coils to compress the hydrogen atoms into a concentrating vortex (similar to the "black hole" that was located [after the publication of the SCAG 2004 RTP] at the center of our galaxy hidden by the stars of the milky way) colliding them with slower, heavier boron atoms that not only compress the hydrogen but also absorb stray neutrons to prevent nuclear radiation. **Tri Alpha Energy** has been financed by private investors to develop a proprietary commercial-version of the UCI hydrogen-boron technology. If nothing else, ... SCAG should be obligated to publish in the RCP all the internet links on fusion development available from GOGGLE.

The RCP would also be illegally incomplete if it did not STUDY and explain that electrical energy derived from the fusion of hydrogen would be utilized to produce hydrogen gas by electrolysis from the water of the oceans, contaminated rivers and lakes ... and this hydrogen gas would not only be used for fusion, but would operate cars, buses, trucks, heating furnaces ...(almost anywhere methane, propane and gasoline is used today, but without producing carbon dioxide nor particulates) ... but more importantly, hydrogen gas recombined with oxygen from the atmosphere in electrical power plants **would produce pure water to make our deserts bloom!** We would not have to fight wars .. nor spoil the wilderness... over oil.

The RTP would also be illegally incomplete if it did not STUDY and explain how electrical/hydrogen driven cars, buses and trains would clean the atmosphere in the Southern California air basin ... the most polluted in the nation.

e.g.

http://www.ocregister.com/ocregister/opinion/letters/article_1766536.php

Sunday, July 15, 2007

Letters: Seek cost-effective solutions for air travel in Orange County

The cost-escalation of a new terminal at JWA is not unexpected. However, the investment in a new terminal is not justified, because it would provide only one aircraft gate to the nineteen (that already exist) that can accommodate the 10.8 million annual passenger limit specified in the current JWA settlement agreement. i.e. After the settlement agreement allowed additional passengers, five existing ground-level gates have were added and replacing them with bridge-served gates is not justified.

Adding a new terminal is obviously also illegal, because .. after the agreement, ...new carbon-dioxide-limiting legislation has become state law, reinforced by US Supreme Court rulings requiring the Federal Clean Air Act to control production of carbon dioxide... primarily to mitigate the nations worst polluted

atmosphere that exists here in the Southern California air basin.

Aircraft operation will indefinitely depend exclusively on kerosene, hydro-carbon-based, fuel as a maximum energy-to-weight liquid.

Therefore, the growing aviation travel market should be accommodated by high-speed (300+mph) express-nonstop, electric-magnetic-levitation, vehicles on a new guide-way elevated above the I-5 & CA-14 freeways as designated by the Southern California Association of Governments Regional Transportation Plan for efficient transportation from the County Transportation Centers at the Irvine Great-Park and the Anaheim Platinum Triangle ... to a new international airport at Palmdale located outside the polluted Southern California air basin.

The construction of the Mag-Lev guide-way in Orange County would be financed by FAA Aid-to-Airport grant funds matched by JWA revenue from automobile-parking, passenger-gate, and aircraft-landing fees... and from revenue bonds eventually redeemed by the sale of JWA for commercial and residential development. This also would eventually put the 500 acres owned by the County at JWA onto the County property-tax rolls. The guide-way portion in Los Angeles would be funded in a similar manner with revenues from LAX and LGB airports that are facing pending litigation against terminal expansion due to related atmospheric pollution.

Individual Mag-Les vehicles would be owned and operated by individual airlines (or corporations) and operated in the same manner as feeder-airlines are operated. The FAA would control the computer-driven Mag-Lev vehicle traffic ... as they now administer the current national air-traffic control system.

Santa Monica airport is a excellent location for a mag-lev end-terminal to serve West Los Angeles with the mag-lev guide-way elevated above the I-10 freeway with an interchange at the mag-lev guide-way above the I-5 and continuing on the I-60 and I-15 to the Victorville Airport and continuing to Las Vegas. The airport at Las Vegas should then be closed to prevent the contamination of the Grand Canyon.

The express mag-lev guide-ways elevated above the interstate right-of-ways should not be confused with the Orange-Line-Authority mag-lev guide-way above the old Pacific-Electric right-of-way with terminals about every six miles for quiet local (slower) commuter service... The high-speed (300+mph) express mag-lev elevated above the interstate would have a vertical-switch for vehicles to climb off the express-way to a local siding to decelerate to Union Station, Anaheim, Burbank, Santa Clarita, Ontario, etc. and another vertical switch to accelerate to descend onto the express-way... This will allow nonstop service to bypass intermediate stations without compromising the 300+mph capability and efficiency of express service.

Charles Griffin, Professional Control System Engineer (Bio attached)

also reference El Toro airport in SCAG 2000 RTP & <http://www.OCXelToro.com>

732 Bison Ave. Newport Beach, CA 92660

Phone: 949-759-3589



July 30, 2007

Ms. Jessica Kirchner
Associate Environmental Planner
Southern California Association of Governments
818 West Seventh Street, 12th Floor
Los Angeles, California 90017-3435

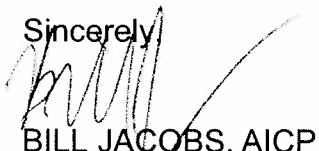
RE: Review of Notice of Preparation of a Program Environmental Impact Report (PEIR) for the 2008 Regional Transportation Plan (RTP) and 2008 Regional Comprehensive Plan (RCP)

Dear Ms. Kirchner:

Thank you for the opportunity to comment on the Notice of Preparation for the Program Environmental Impact Report for the 2008 Regional Transportation Plan (RTP) and 2008 Regional Comprehensive Plan (RCP). The City has reviewed the Notice of Preparation and does not have any comments at this time. However, we look forward to reviewing both the RCP and RTP documents as they become available, and we request to be kept informed of opportunities to participate in this project. Please forward copies of all additional documentation associated with this project to my attention.

If you have any questions, please contact me at (949) 724-6521 or by email at bjacobs@ci.irvine.ca.us.

Sincerely,



BILL JACOBS, AICP
Principal Planner



COUNTY OF LOS ANGELES

DEPARTMENT OF PARKS AND RECREATION

"Creating Community Through People, Parks and Programs"

Russ Guiney, Director

July 30, 2007

Jessica Kirchner, Associate Regional Planner
Southern California Association of Governments
818 West Seventh Street, 12th Floor
Los Angeles, CA 90017-3435

Dear Ms. Kirchner:

PROGRAM ENVIRONMENTAL IMPACT REPORT (PEIR)
FOR THE 2008 REGIONAL TRANSPORTATION PLAN (RTP) AND
2008 REGIONAL COMPREHENSIVE PLAN (RCP)

The Notice of Preparation for the above PEIR has been reviewed for potential impacts on the facilities under the jurisdiction of this Department. We suggest that the PEIR include the following:

1. An analysis of the impacts that RTP projects would have on existing open space and recreation lands including public parks and recreational facilities/areas. Specific impacts that should be evaluated include, but are not limited to, the following:
 - Potential loss or disturbance of existing open space and recreation lands;
 - Potential for transportation projects to cut off a neighborhood's access to a park or recreational area;
 - Potential noise impacts to park patrons as a result of RTP projects; and
 - Potential increase in air pollutant emissions (e.g. diesel/toxics) near a recreational or open space area.
2. A map identifying the location of all existing open space and recreation lands in the SCAG region, including public parks, recreational facilities, and other open space and recreational areas owned/maintained by non-profit, local, state, and federal agencies. This is important because the 2008 RTP would likely have a significant impact on open space and recreation lands as was the case for the 2004 RTP.
3. An analysis of impacts to existing and proposed trails used for hiking, biking, and horseback riding. Enclosed for your reference is a map of riding and hiking trails in Los Angeles County. For additional information on proposed trail alignments

and other trail-related inquiries, please contact Ms. Sylvia Simpson, Trails Coordinator, at (213) 351-5135 or ssimpson@park.lacounty.gov.

4. At a minimum, mitigation measures to:

- Reduce conflicts between transportation uses and open space and recreation lands;
- Minimize the loss or displacement of existing park land or open space, through the acquisition of replacement land, dedication, or payment of in-lieu fees;
- Require project implementing agencies to conduct the appropriate project-specific environmental review, including consideration of loss of open space and recreation lands prior to final approval of each project;
- Require project implementing agencies to ensure that projects are consistent with local, regional, state, and federal plans to preserve parks and open space;
- Require the use of corridor realignment, buffer zones, setbacks, berms and fencing to avoid open space and recreation land; and
- Ensure that future impacts to open space and recreation lands would be minimized through cooperation, information exchange, and program development.

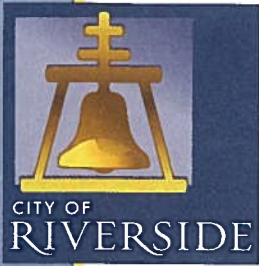
Thank you for including this Department in the environmental review process. If we may be of further assistance, please contact me at (213) 351-5127.

Sincerely,



Clement Lau, AICP
Park Planner

Enclosure: Los Angeles County Riding and Hiking Trails Brochure



Community Development
Department
Planning Division

July 30, 2007

SCAG—Southern California Association of Governments
Jessica Kirchner, Associate Environmental Planner
818 West Seventh Street, Twelfth Floor
Los Angeles, CA 90017-3435

**SUBJECT: NOTICE OF PREPARATION OF A PROGRAM ENVIRONMENTAL
IMPACT REPORT FOR THE 2008 REGIONAL TRANSPORTATION
PLAN AND 2008 REGIONAL COMPREHENSIVE PLAN**

Dear Ms. Kirchner:

The City of Riverside offers the following in response to the Notice of Preparation (NOP) of a Program Environmental Impact Report (PEIR) for the 2008 Regional Transportation Plan (RTP) and the 2008 Regional Comprehensive Plan (RCP). The City of Riverside is a member organization of the Southern California Association of Governments (SCAG) and could be affected through the development of both the RTP and RCP. The following comments are provided for your consideration.


The City has recently updated its General Plan based on SCAG's population and land use projections. The updated General Plan employs Smart Growth principals that include the introduction of mixed-use and transportation-oriented land uses. SCAG should recognize that the City has two voter-approved growth control measures (Proposition R and Measure C) that effect land use in hillside and greenbelt areas of the City. As such, the City recommends that SCAG utilize the City's updated General Plan Land Use Element as the basis from which growth scenarios are developed as it is more reflective of current development and growth patterns in the City.

To assist in the preparation of the PEIR, the City offers SCAG staff access to various forms of electronic media that can be used to compose a more precise and thorough analysis.

The City reserves the right to review any future drafts of the PEIR so as to verify consistency with the City's General Plan. Please forward any future drafts of the Program Environmental Impact Report for the RTP and RCP to the City for further review.

Should you have any questions regarding this letter, please contact Moises A. Lopez, Assistant Planner, at (951) 826-5264 or by email at mlopez@riversideca.gov.

Sincerely,

A handwritten signature in black ink, appearing to read 'Ken Gutierrez', with a stylized flourish at the end.

Ken Gutierrez, AICP
Planning Director

c: Ronald Loveridge, Mayor
 Riverside City Council Members
 Brad Hudson, City Manager
 Michael Beck, Assistant City Manager
 Tom DeSantis, Assistant City Manager
 Scott Barber, Community Development Director
 Siobhan Foster, Public Works Director
 Tom Boyd, Deputy Public Works Director/City Engineer



SAN GORGONIO CHAPTER

4079 Mission Inn Avenue, Riverside, CA 92501 (951) 684-6203
Membership/Outings (951) 686-6112 Fax (951) 684-6172

*Regional Groups Serving Riverside and San Bernardino Counties: Big Bear,
Los Serranos, Mojave, Moreno Valley, Mountains, Tahquitz.*

Jessica Kirchner
Associate Environmental Planner
SCAG
818 West Seventh Street, 12th Floor
Los Angeles, CA 90017-3435

July 30, 2007

Dear Ms. Kirchner:

Re: NOP 2008 RTP and 2008 RCP

The Moreno Valley Group of the Sierra Club appreciates you addressing some of our thoughts and concerns regarding the documents referenced above.

The 15 and 215 corridors in Western Riverside County have spawned tens of thousands of housing units and even towns. Changing any two-lane road into four-lane "parkways" or major roadways will result in the same problem which ultimately clogs the roads again and produces even poorer air quality.

Even with all the poorly paying warehouse jobs, you must show how your plans are not going to perpetuate Western Riverside County being a bedroom community for adjacent counties.

How will you accommodate all the diesel trucks for the warehousing you are not suggesting is inappropriate?

What will be the high point of diesel emission from now through each of the years until 2035? This includes PM2.5 and PM10?

How will the pollution from air traffic increase from now through each of the years until 2035?

What measures will be used to lessen these impacts?

At build-out how much will public transportation ridership increase be accommodated versus how much your proposed roads will accommodate the increase in cars and trucks?

How many people will die from the effects of air pollution for each county for each year until 2035?

What effects will air pollution have on rare/threatened/endangered species in each county? Which insects, plants and animals will be affected? What will be the cumulative effects of the pollution from these growth-inducing projects throughout the years until 2035 on each of these species?

Project level EIRS do not do justice to the above questions.

How will you protect multi-species reserves in Western Riverside County from the impacts of urbanization that your plans will foster? Two examples are Lewis Village at Lakeview and the Motte project adjacent to the San Jacinto Wildlife Area (SJWA).

Since the original NOP on what is referred to as the Mid-County Parkway said it was to connect to the tunnel through the Cleveland Mountains to Orange County, you must add the impacts of a tunnel to your environmental analysis. You must realize that the parkway traffic going west must use an already impacted Highway 91 unless another westward road is built.

During the past month both the Los Angeles Times and the Press-Enterprise connected Cajalco Road (the Mid-County Parkway) to what one called the "Cajalco tunnel." To list the Mid-County Parkway without the tunnel connecting it to Orange County would make the EIR's inadequate. It would, however, be better not to show the Mid-County Parkway, which is also an environmental justice issue with the City of Perris.

Which areas of the plan could result in environmental justice issues?

What alternatives could avoid each issue?

What exactly are the issues?

What is your plan for buying critical habitat to "mitigate" the destruction of lands (direct, indirect, cumulative and growth-inducing impacts)?

The Sierra Club would have difficulty with any money being used to acquire habitat that is easily fragmented. Lands adjacent to the SJWA must be seriously considered for "mitigation".

Earthquake faults, areas subjected to subsidence, and fissures and liquefaction need to be identified, like the Northern San Jacinto Valley. Again, do not wait until the project level environmental documents are written, which would make it difficult to change direction.

Long-term studies by USC and UCLA have shown that children and the elderly will have health problems if they live or go to school within 1200 to 2000 feet of major roadways. Your maps need to have shaded area to show those regions in which schools and senior centers must not be built. How will you provide this information to all school districts?

Major roadways connecting Moreno Valley to cities to the north result in schools which are already built in Moreno Valley suffering significant health effects. How will you prevent such roadways that connect to our city roads from becoming goods movement corridors on which trucks pass our children walking to their schools?

How will you meet the standards set by AB32 by spending so much on roadways? At full build-out of these roadways and the cumulative impacts of housing/commercial that they foster, how close will we be to those AB32 standards?

Why not just buy more open space instead and eliminate hundreds of thousands of housing units?

Please send me hard copies of all future documents and notices of meetings related to both the 2008 RTP and the 2008 RCP. Please use the address below. Thank you.

Sincerely,



George Hague
Conservation Chair
Moreno Valley Group of the Sierra Club
26711 Ironwood Avenue
Moreno Valley, California 92555-1906
Phone: 951-924-0816
Fax: 951-924-4185



City of Anaheim
PLANNING DEPARTMENT

July 31, 2007

Jessica Kirchner
Associate Environmental Planner
Southern California Association of Governments
818 West Seventh Street, 12th Floor
Los Angeles, CA 90017-3435

Subject: Notice of Preparation of a PEIR for the 2008 RTP and 2008 RCP

Dear Ms. Kirchner:

Thank you for the opportunity to comment on the scope and content of the environmental information to be evaluated in the Program Environmental Impact Report (PEIR) for the 2008 Regional Transportation Plan (RTP) and Regional Comprehensive Plan (RCP). City of Anaheim staff offers the following comments:

Anaheim Regional Intermodal Center (ARTIC)

Please incorporate within the PEIR and the RTP the land use intensities and assumptions for ARTIC, as currently analyzed in the Proposed Platinum Triangle Expansion Draft Subsequent Environmental Impact Report (DSEIR). The DSEIR is available on the City of Anaheim's website at www.anaheim.net (go to Planning Department and then to the link to Current Environmental Documents in the lower right hand corner of the page).

ARTIC is a regionally-significant project that envisions creating a world-class transportation gateway linking Southern California hotspots, business centers throughout the state, and international destinations. ARTIC will provide easy connections between The Platinum Triangle, The Anaheim Resort, the Southern California region and beyond. Moreover, ARTIC will be the catalytic transportation element in a market-driven, mixed-use environment, linking sports and entertainment venues with business, retail, and residential. The Orange County Transportation Authority (OCTA) and the City are strategically positioning ARTIC as a joint-development venture between the public agencies and the private-sector. The project exemplifies SCAG's Compass Blueprint 2% Strategy, which seeks to target future growth in key activity centers and transportation corridors.

Additional High Speed Train Connections

OCTA, as lead agency, is preparing a Project Definition Report for ARTIC in partnership with the City of Anaheim. The Project Definition will identify the transit facility requirements and parking demand estimates for ARTIC. In terms of high speed train connections, only the California High Speed Rail (CHSR) and the California-Nevada Interstate Super Speed Train (Cal-Nevada) systems are assumed. Although SCAG and other regional entities are proposing additional high-speed train connections to Anaheim, these additional systems are not being considered in the ARTIC space requirements at this time. Therefore, we recommend that the impacts of any additional high-speed train connections envisioned to serve ARTIC, above and beyond the CHSR and the Cal-Nevada systems, be fully evaluated in PEIR and the RTP.

Regional Flyaway Bus Service

We understand that SCAG has recently initiated a study on regional airport flyaway bus service. Staff is interested in accelerating a flyaway bus service connection between Ontario International Airport and the existing Anaheim Stadium Amtrak/Metrolink Station and, in the future, ARTIC. We believe that flyaway bus service is needed until such time that the Cal-Nevada system is fully operational between Anaheim and Ontario International Airport. Therefore, staff requests that you work closely with the City in studying this important connection.

Goods Movement

Staff also requests that the RTP and associated PEIR analyze the projected increase in impacts on the City of Anaheim and the region resulting from increased goods movement, which moves primarily by rail. There are currently eighteen at-grade crossings along three separate railroad subdivisions traversing the City of Anaheim. Ten of the at-grade crossings are located along the Orange Subdivision (part of the LOSSAN Corridor), and four are located along the Olive Subdivision, both of which are owned by the OCTA. In addition, there are four at-grade crossings in Anaheim along the San Bernardino Subdivision (between Fullerton and Yorba Linda), which is owned and operated by the Burlington Northern Santa Fe (BNSF) Railway. Both passenger and freight trains operate on a daily basis along these three railroad subdivisions. An estimated 46 daily trains operate along the Orange Subdivision and 16 daily trains operate along the Olive Subdivision. By 2025, the Orange and Olive subdivisions will carry an estimated 83 and 24 daily trains, respectively. Moreover, the BNSF line, which carries an estimated 71 daily trains is projected to increase to 115 daily trains by 2025. We are also aware that BNSF is now running 10,000-foot trains through the region. The increased number and length of freight trains will greatly exacerbate the amount of traffic delay at all of the City's at-grade crossings. In addition to the review in the PEIR and RTP, staff requests that SCAG work with other regional agencies and the goods movement industry to mitigate the

Jessica Kirchner

July 31, 2007

Page 3 of 3

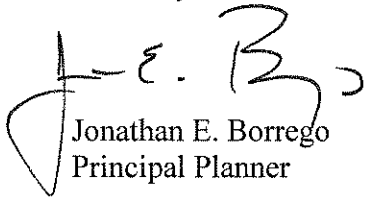
environmental impacts caused by the cargo movement in this region and to place greater emphasis on securing funds to accelerate grade-separation improvements.

Voluntary RCP Implementation

Finally, staff requests that the voluntary nature of the RCP be incorporated and clearly identified in the PEIR. If the RCP is to be used as mitigation to address impacts resulting from the RTP, it should be evaluated as an optional plan and set of policies that local governments in the SCAG region may choose to use and implement, but are not required to implement.

Again, we thank you for the opportunity to comment on the scope and content of the environmental information to be evaluated in the PEIR for the RTP and RCP as well as the content of the RTP and RCP documents. Should you have any questions regarding these comments, please contact me Danny Wu, Senior Transit Planner, at (714) 765-5183, extension 5054.

Sincerely,



Jonathan E. Borrego
Principal Planner

CC: John Lower, Traffic/Transportation Manager
Danny Wu, Senior Transit Planner



CITY OF ORANGE

COMMUNITY DEVELOPMENT DEPARTMENT

www.cityoforange.org

ADMINISTRATION
(714) 744-7240
fax: (714) 744-7222

PLANNING DIVISION
(714) 744-7220
fax: (714) 744-7222

BUILDING DIVISION
(714) 744-7200
fax: (714) 744-7245

CODE ENFORCEMENT DIVISION
(714) 744-7244
fax: (714) 744-7245

July 31, 2007

Ms. Jessica Kirchner
Associate Environmental Planner
Southern California Association of Governments (SCAG)
818 West Seventh Street, 12th Floor
Los Angeles, CA 90017

#29-07

Subject: Notice of Preparation of a Program Environmental Impact Report (PEIR) for the 2008 Regional Transportation Plan (RTP) and 2008 Regional Comprehensive Plan (RCP)

Dear Ms. Kirchner,

The City has received the Notice of Preparation of a Program Environmental Impact Report (PEIR) for the 2008 Regional Transportation Plan (RTP) and 2008 Regional Comprehensive Plan (RCP). The City of Orange (City) would appreciate consideration of the following comments regarding the NOP:

1. The City requests the EIR include the relationship between regional transportation improvements and the Southern California Air Quality Management District's (SCAQMD) recommendations that housing development be separated/buffered from transportation facilities for public health reasons in the analysis.
2. The City has particular concern about the potential implications of the SCAQMD's recommendations on SCAG's Regional Housing Needs Allocation. The City requests that the EIR analyze the RTP and RCP policies in relation to SCAQMD's guidance and how that may potentially impact potential future housing development sites in each City.
3. Since noise mitigation for private or common outdoor open space near transportation facilities can be difficult to achieve, the City is concerned about the potential for the RCP to provide direction for the development of housing near transportation facilities, while the state's Noise/Land Use Compatibility Guidelines discourage housing development in areas subject to the noise levels typically associated with the region's major freeways and rail corridors. Therefore, the City requests the noise analysis in the EIR address the relationship between residential uses and transportation facilities (freeways, roadways, rail corridors). Specific attention should be given to transportation-related noise impacts to

residential development, with a focus on train noise (horns and locomotives) and vibration, and high volume truck and auto corridors.

4. The City requests that the EIR address potential impacts of the Goods Movement aspect of the RTP on noise, air quality, and roadway infrastructure conditions in local jurisdictions.

Thank you for the opportunity to review and comment on the NOP. The City looks forward to reviewing the draft EIR. If you have any questions or concerns please contact Sharon Baik-Song, Assistant Planner/Environmental Review at (714) 744-7243 or sbaik@cityoforange.org.

Sincerely,



Alice Angus
Community Development Director
City of Orange

cc: Tom Mahood, City Traffic Engineer
Anna Pehoushek, Principal Planner
Sharon Baik-Song, Assistant Planner



COMMUNITY DEVELOPMENT

David R. Zamora, Director

July 31, 2007

Ms. Jessica Kircher
Associate Environmental Planner
SCAG
818 West Seventh Street, 12th Floor
Los Angeles, CA 90017-3435

SUBJECT: NOTICE OF PREPARATION (NOP) OF A PROGRAM
ENVIRONMENTAL IMPACT REPORT FOR THE 2008
REGIONAL TRANSPORTATION PLAN (RTP) AND 2008
REGIONAL COMPREHENSIVE PLAN (RCP)

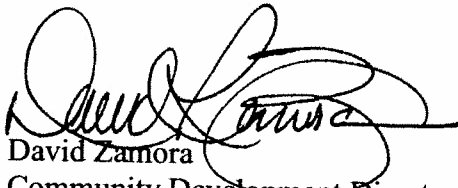
Dear Ms. Kircher:

The City of Colton appreciates the opportunity to review the Notice of Preparation and provide input on the scope and contents of the Program EIR. We request that the PEIR and traffic study evaluate all City roadways that are located within the study area of the PEIR. We are currently compiling a list of specific City roadways that should be evaluated in the documentation and therefore, request some flexibility in providing these roadways to you. We will compile this list of roadways within a week or two.

We appreciate your willingness to work with us. Please contact us at (909) 370-5079 if you have any further questions.

Sincerely,

CITY OF COLTON


David Zamora
Community Development Director



COUNTY SANITATION DISTRICTS OF LOS ANGELES COUNTY

1955 Workman Mill Road, Whittier, CA 90601-1400
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998
Telephone: (562) 699-7411, FAX: (562) 699-5422
www.lacsd.org

STEPHEN R. MAGUIN
Chief Engineer and General Manager

July 31, 2007

Ms. Jessica Kirchner
Associate Environmental Planner
Southern California Association of Governments
818 West Seventh Street, 12th Floor
Los Angeles, CA 90017-3435

Dear Ms. Kirchner:

Notice of Preparation of a Program Environmental Impact Report For the 2008 Regional Comprehensive Plan

The County Sanitation Districts of Los Angeles County (Sanitation Districts) received the Notice of Preparation, dated June 27, 2007, for the 2008 Regional Comprehensive Plan. We appreciate the opportunity to review the document and provide comments.

As the largest sanitation agency in Southern California, the Sanitation Districts provide environmentally sound, cost-effective wastewater and solid waste management services. The Sanitation Districts are a partnership of 24 independent special districts serving about 5.2 million people in Los Angeles County. We construct, operate, and maintain facilities to collect, treat, and dispose of wastewater and industrial wastes. Individual districts operate and maintain their own portions of the collection system. Our service area covers approximately 800 square miles and encompasses 78 cities and unincorporated territories. The Sanitation Districts have adopted the goal of maximizing the beneficial reuse of the highly treated effluents produced by our water reclamation plants. We work with a number of local, regional, and state agencies and other entities in an effort to more fully develop recycled water as a "local" water supply to supplement the area's limited groundwater and imported water supply.

The Sanitation Districts are currently in the initial stages of preparing a Master Facilities Plan (MFP) for our Joint Outfall System (JOS). The JOS service area encompasses the majority of our overall service area in Los Angeles County, including 73 cities and unincorporated territories serving approximately 4.7 million people. The JOS includes the Joint Water Pollution Control Plant (JWPCP), located in the City of Carson, and six upstream water reclamation plants (WRPs). JOS facilities currently treat approximately 475 million gallons per day of wastewater and are interconnected by more than 1,200 miles of main trunk sewers with 50 pump stations. Treated wastewater from the JWPCP is discharged via two tunnels and outfalls to the Pacific Ocean approximately 1.5 miles off of the Palos Verdes Peninsula.

The MFP will be addressing the future wastewater treatment, conveyance, solids management, and effluent management needs of the entire JOS service area. A major component of the MFP will be to evaluate the need to construct a new tunnel and ocean outfall to allow for inspection and, if necessary, repair of the existing tunnel and ocean outfall system. The existing tunnels were constructed in 1937 and 1958. Since they flow full each day, they have not been inspected in almost 50 years. In addition, the hydraulic capacity of the tunnel and outfall system was nearly exceeded during a very intense 1995 storm, so the system may need to be expanded.

DOC# 824670

Many technical and environmental factors will first have to be considered during the planning process to determine the outcome of a new tunnel and ocean outfall. The preparation of the MFP and associated environmental reports will continue through 2009. If, at that time, the Sanitation Districts' Boards of Directors approve construction of a new tunnel and ocean outfall, final design would commence, with construction starting around 2012. It is anticipated that construction could take six to twelve years. Further information about the MFP and other Sanitation Districts' wastewater facilities plans may be found on our website at www.lacsd.org.

This letter is being submitted in addition to the July 25, 2007, comment letter provided by the Sanitation Districts regarding solid waste management. Regarding the "Water" section of the 2008 Regional Comprehensive Plan, the Sanitation Districts offer the following comments:

- Include a separate section or subsection to discuss regional wastewater management
- Include a thorough discussion of recycled water

If you have any questions or concerns, or if you are interested in receiving periodic updates on our JOS planning effort, please feel free to contact the undersigned at (562) 908-4288, extension 2703.

Very truly yours,

Stephen R. Maguin



Brian Dietrick
Senior Engineer
Planning Section

BD:ta



CITY OF SOUTH PASADENA

OFFICE OF THE CITY MANAGER
1414 MISSION STREET, SOUTH PASADENA, CA 91030
TEL: 626.403.7210 ■ FAX: 626.403.7211
WWW.CI.SOUTH-PASADENA.CA.US

July 31, 2007

Ms. Jessica Kirchner
Associate Environmental Planner
Southern California Association of Governments
818 W. 7th Street, 12th Floor
Los Angeles, CA 90017

**SUBJECT: RESPONSE TO NOTICE OF PREPARATION OF A PROGRAM
ENVIRONMENTAL IMPACT REPORT FOR THE 2008 REGIONAL
TRANSPORTATION PLAN AND REGIONAL COMPREHENSIVE PLAN**

Dear Ms. Kirchner,

The City of South Pasadena writes to you to comment on the Southern California Association of Governments' (SCAG) Notice of Preparation of a Program Environmental Impact Report (PEIR) for the 2008 Regional Transportation Plan (RTP) and 2008 Regional Comprehensive Plan (RCP).

At a recent strategic planning session, the City Council reiterated its goal to eliminate the 710 surface route through South Pasadena. Therefore, as SCAG proceeds in drafting the next RTP and RCP, the City urges the deletion of any reference, either stated or implied, to a 710 surface route through South Pasadena due to its adverse impacts.

Those adverse impacts include health effects like decreased lung capacity in children living near freeways as evidenced by a recent USC study, and increased risk of heart disease from particulate matter as noted in a landmark UCLA study. Other negative effects are increased greenhouse gas emissions, loss of affordable housing units, increased noise, and destruction of historical properties.

In addition, we request that any reference to any alternative option to the 710 surface route through South Pasadena be "route-neutral." As for a bored tunnel alternative, the City does not oppose sound research. This is the City's official position and remains unchanged.

Along with eliminating the 710 surface route through South Pasadena in the RTP, noting the release of the homes owned by Caltrans to make the community whole again would be consistent with SCAG Housing principles.

The City also requests that the RTP and RCP focus more on expanding light rail, such as the Metro Gold Line Foothill Extension, for people movement and improving freight rail, such as the Alameda Corridor East Project, for goods movement. Mass transit choices like those promise to be cleaner, more efficient and more effective solutions to our regional transportation needs.

Thank you for this opportunity to submit comments. We look forward to reviewing and providing comments on the draft RTP and RCP.

Sincerely,

A handwritten signature in black ink, appearing to read "L. Myers", with a stylized flourish at the end.

Lilian Myers
City Manager

cc: City Council
City Attorney
Special Counsel
Tony Catenacci, Interim Transportation Manager

From: Britt Wilson [britt_wilson@morongo.org]
Sent: Thursday, August 09, 2007 2:04 PM
To: Jessica Kirchner
Cc: Britt Wilson
Subject: Cultural Resources Consultation on PEIR for the RTP
Dear Jessica,

Thank you for contacting the Morongo Band of Mission Indians concerning SCAG's RTP and tribal consultation.

As we discussed, the Tribe generally has no specific information about cultural resources which are located off the Reservation. The Tribe is pleased to learn that SCAG is interested in addressing these important resources and we look forward to working with SCAG on this issue. Primarily, Morongo is interested in projects in San Bernardino and Riverside Counties.

Lacking any specifics on any particular project, it is difficult to address cultural resources in more than a general sense but we would like to recommend the following:

- As individual transportation projects move forward, the Tribe asks that it be consulted to provide specific comments (e.g. RCTC has worked with the Tribe on two current projects - the Mid-County Parkway and State Route 79 Realignment; we would hope that that process would continue for any projects within the RTP);
- The Tribe believes it is very difficult to mitigate significant sites such as rock art sites, village sites, and burials. Avoidance is the preferred mitigation in those instances;
- The Tribe likes to see archaeological site monitoring (including Native American monitors) in specific cases. Although difficult to identify in advance when monitors would be requested, it is typical to ask for monitoring around any pre-historic habitation site, or rock art site.

Thank you for the opportunity to provide comments and please keep us in the loop as the RTP moves forward.

Sincerely,

Britt W. Wilson
Project Manager - Cultural Resources
Morongo Band of Mission Indians
Casino Morongo Building
49750 Seminole Drive
Cabazon, CA 92230-2200
Office: (951) 755-5200 Direct: (951) 755-5206
Mobile: (951) 323-0822
Fax: (951) 922-8146 E-mail: Britt_wilson@morongo.org

Wayta' Yawa' (always believe)

From: Anna Hoover [ahoover@pechanga-nsn.gov]

Sent: Thursday, August 09, 2007 4:14 PM

To: Jessica Kirchner

Subject: NOP for the PEIR/RTP & RCP 2008

Ms. Kirchner;

I am aware that the NOP response period has passed for this project. I just wanted to express the Pechanga Tribe's interest in continuing to receive materials for this project. Please continue to keep us on the mailing list once the Draft PEIR is released so that we may participate in the review process.

Thank you very much. Have a great weekend!

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